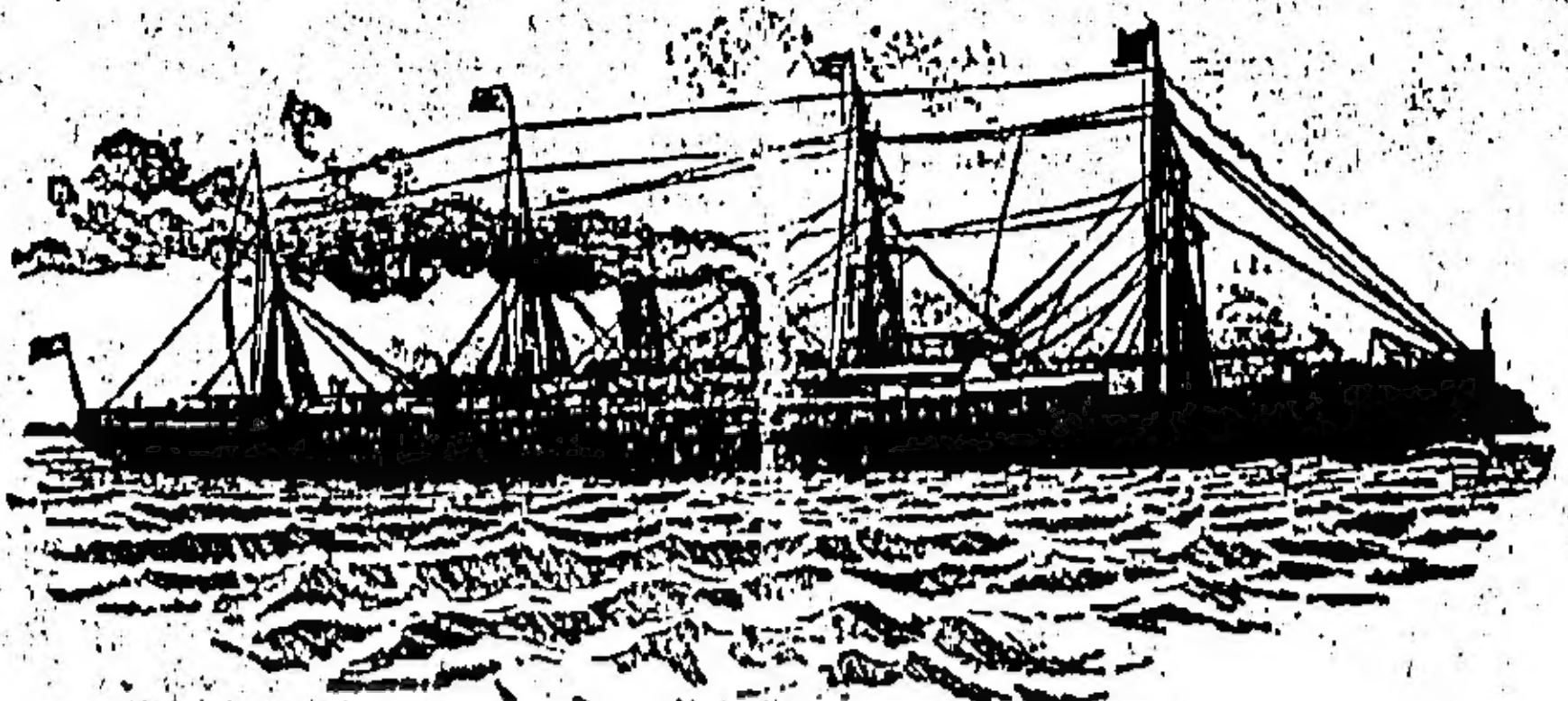


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

| | | |
|-------------------|-------------------|-------------------------------------|
| "GAELIC" | 4,205 Gross Tons. | SATURDAY, 5th November, at Noon. |
| "SIBERIA" | 11,284 " | SATURDAY, 12th November, at Noon. |
| "MONGOLIA" | 13,539 " | SATURDAY, 19th November, at Noon. |
| "OHINA" | 5,060 " | SATURDAY, 3rd December, at Noon. |
| "MANCHURIA" | 8,750 " | SATURDAY, 17th December, at Noon. |
| "DOBIO" | 4,784 " | SATURDAY, 24th December, at Noon. |
| "KOREA" | 11,276 " | FRIDAY, 6th January, 1905, at Noon. |
| "COPTIC" | 4,352 " | FRIDAY, 13th January, at Noon. |
| "SIBERIA" | 11,284 " | TUESDAY, 24th January, at Noon. |

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1903; 10 days, 15 hours.

THE O. & O. Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 5th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

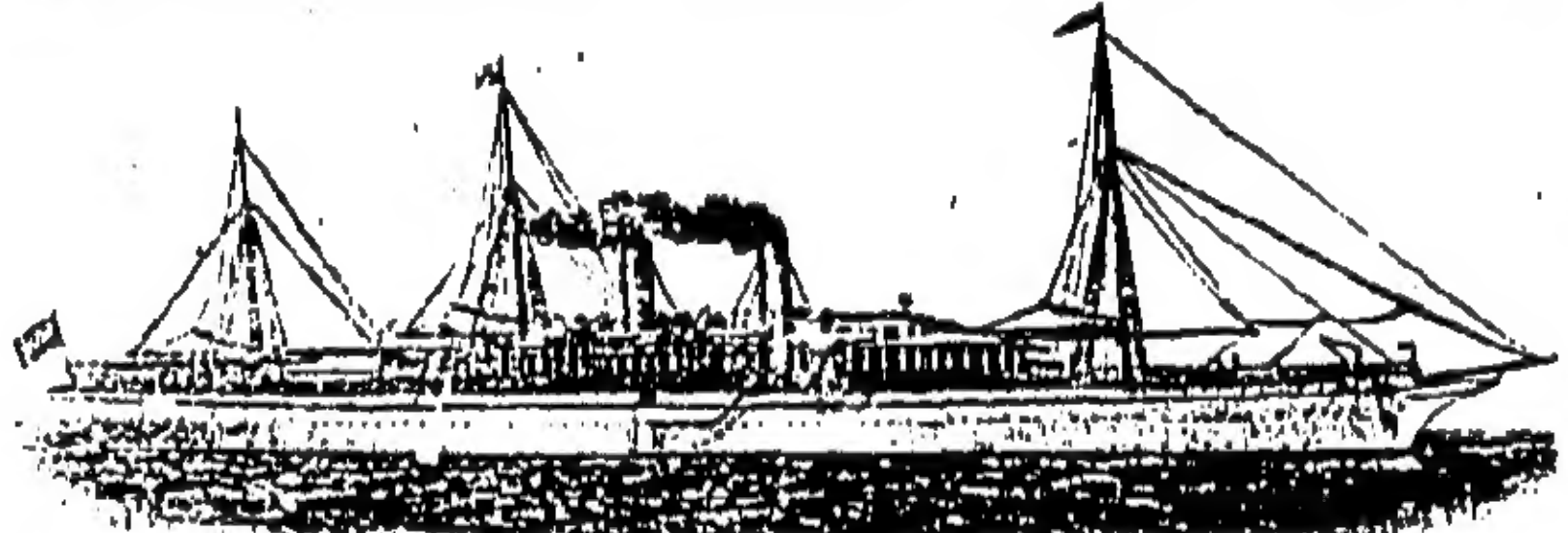
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door life throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 31st October, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

| | | |
|--------------------------|-------------|--------------------------------|
| R.M.S. "TARTAR" | 4,425 Tons. | WEDNESDAY, 2nd November. |
| "EMPRESS OF INDIA" | 6,000 " | WEDNESDAY, 16th November. |
| "EMPRESS OF JAPAN" | 6,000 " | WEDNESDAY, 14th December. |
| "ATHENIAN" | 3,440 " | WEDNESDAY, 28th December. |
| "EMPRESS OF CHINA" | 6,000 " | WEDNESDAY, 11th January, 1905. |
| "TARTAR" | 4,425 " | WEDNESDAY, 25th January. |

Hongkong to London, 1st Class, £40. 1st St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 19th October, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FREIGHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-----------------------|--|-----------------------------------|
| BRISGAVIA | HAVRE and HAMBURG. | 4th Nov. Freight. |
| Schulke | (Calling at S'PORE, PENANG & COLOMBO.) | |
| SLAVONIA | HAVRE and HAMBURG. | 19th Nov. Freight and Passengers. |
| (ex STRASSBURG) | (Calling at S'PORE, PENANG & COLOMBO.) | |
| Maden | HAVRE and HAMBURG. | 29th Nov. Freight. |
| SEGOVIA | (Calling at S'PORE, PENANG & COLOMBO.) | |
| Schoenfeldt | HAVRE and HAMBURG. | 13th Dec. Freight. |
| SENEGAMBIA | (Calling at S'PORE, PENANG & COLOMBO.) | |
| (ex NURNBERG) | HAVRE and HAMBURG. | 27th Dec. Freight. |
| Jaburg | (Calling at S'PORE, PENANG & COLOMBO.) | |
| ARMENIA | HAVRE and HAMBURG. | 11th January. Freight. |
| Fort | (Calling at S'PORE, PENANG & COLOMBO.) | |
| C. FERD. LAEISZ | HAVRE and HAMBURG. | |
| v. Hoff | (Calling at S'PORE, PENANG & COLOMBO.) | |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1 Queen's Buildings.

Hongkong, 32nd October, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

| | | |
|--------------------|-------------|------------------------|
| S.S. "HONAM" | 2,363 tons. | Captain R. D. Thomas. |
| "POWAN" | 2,330 " | G. F. Morrison, R.M.R. |
| "FATSHAN" | 2,330 " | W. A. Valentine. |
| "HANKOW" | 2,373 " | B. Branch. |
| "KINSHAN" | 1,995 " | J. J. Lossius. |

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

| | | |
|---|-------------|----------------------|
| S.S. "HEUNGSHAN" | 1,998 tons. | Captain H. D. Jones. |
| Departures from Hongkong to Macao on week days at 2.30 P.M. | | |
| Departures on Sundays at 12.30 P.M. | | |
| Departures from Macao to Hongkong daily at 8.30 A.M. | | |

CANTON-MACAO LINE.

| | | |
|--|-------------|--------------------|
| S.S. "LUNGSHAN" | 2,100 tons. | Captain T. Hamlin. |
| This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M. | | |

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

| | | |
|--|-----------|--------------------|
| S.S. "SAINAM" | 588 tons. | Captain J. Willox. |
| "NANNING" | 569 " | C. Butchart. |
| One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. | | |

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

16, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th October, 1904.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

| Steamer. | From | Expected on or about | Will leave for | On or about |
|-----------------|------------|-------------------------|--------------------|-------------------------|
| TJIPANAS | JAVA PORTS | Second half of November | JAPAN VIA SHANGHAI | Second half of November |
| TJILATJAP | JAPAN | Second half of November | JAVA PORTS | Second half of November |
| TJIMAH | JAVA PORTS | First half of November | JAPAN VIA SHANGHAI | First half of November |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

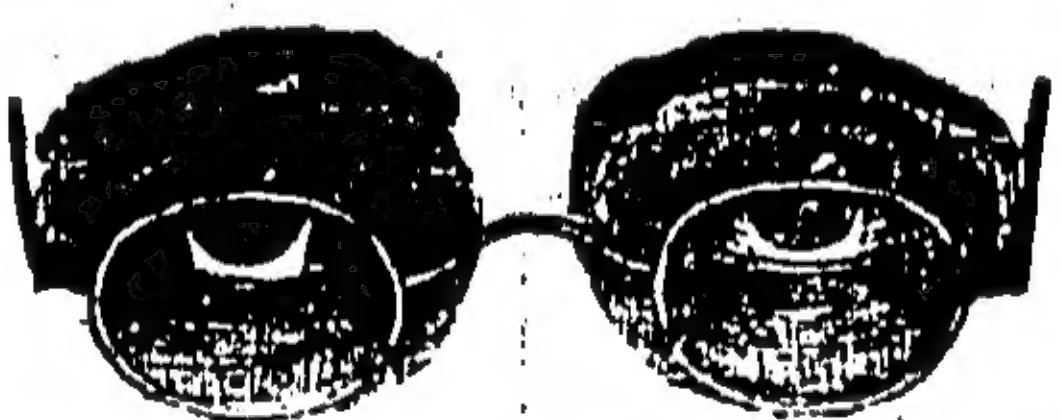
OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 24th October, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain, cause many Nerve Troubles, needing only proper Glasses to Correct and Cure. Prescription lenses ground on the premises. All work guaranteed. Sun Glasses are restful and give the effect of coolness. Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS,
16, DES VŒUX ROAD CENTRAL, HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION, RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

SOLE AGENTS FOR
KODAK'S
&c., &c., &c.

SOLE AGENTS FOR
"OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

QUEEN'S ROAD,
Waterloo Building.

Hongkong, 4th June, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

1785

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice House Road.

[S now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1904.

1784

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS AND ENLAP

GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1904.

1783

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour, and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1595

ROYAL AERATED WATERS

MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point Tel. 367. Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. DANENBERG,

General Managers.

Hongkong, 20th May, 1904.

1677

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD,

SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4/6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE,

Proprietor.

H. T. SARRE,

Manager.

Singapore, 4th October, 1904.

1118

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest

notice, and with all possible despatch.

Prices Moderate. Telephone No. 349.

Intimations.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

WINTER SEASON.

NEW GOODS

ARRIVE

EVERY WEEK.

LADIES' DEPT.

ALEXANDRA BUILDINGS.

Smart Boots and Shoes.

The New Clifton Velvet.

Winter Jackets and Golf Capes.

Season's Furs, Fichus and Fascinators.

Costumes Coats and Shirts.

Lace Robes.

Trimmed Hats and Bonnets.

Underclothing and Corsets.

Gloves.

Hosiery.

Fans.

CHILDREN'S DEPT.

Wool Hats.

Jersey Caps.

Hoods.

Gaiters.

Gloves.

Dresses.

Cloaks.

Hosiery.

Shoes.

&c., &c., &c.

FURNISHING DEPT.

FIRST FLOOR.

New Tapestry Curtains.

Table Damasks.

Bedspreads.

Down Quilts.

Art Muslins.

Embroidered Sheets.

Carpets.

Rugs.

&c., &c., &c.

DRESSMAKING

English, French and American Styles.

GENTS' DEPT.

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Gents' Boots.

Winter Underwear.

Knitted Vests.

Trunks.

Bags.

Fitted Dressing Cases.

Exclusive designs in Ties.

Felt Hats.

Gloves.

&c., &c., &c.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 29th October, 1904.

Intimations.

C. M. S. BAXTER SCHOOLS.

THE ANNUAL SALE OF WORK in aid of the above will be held in the CITY HALL, TO-MORROW, November 1st, from 3 to 6 o'clock.

The favour of your attendance is requested.

Hongkong, 31st October, 1904. [1158]

THE TRADE MARKS' ORDINANCES, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. GROSSMANN and COMPANY have, on the 18th day of August, 1904, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks:—

- (1) A representation of a Stork standing on one leg and enclosed within a Shield.
- (2) A representation of a Chinese Coin having on it the Chinese characters (金銀) meaning "Gold Cash."
- (3) A representation of a Dog with two tails standing on its hind legs and holding a ball in its right paw and resting its left paw upon a shield.
- (4) A representation of an Eagle with its wings extended bearing two branches in its talons.
- (5) A representation of an Anchor with two snakes entwined upon the bar, the whole device resting upon a shield.
- (6) A representation of a Bird sitting on a branch of a tree, the whole device enclosed by an oval frame.

in the name of Messrs. GROSSMANN and COMPANY who claim to be the Sole Proprietors thereof.

The Trade Marks have been used by the applicants (1) since 1st July, 1899, (2) since 1st July, 1901, (3) since 1st January, 1903, (4) since 1st July, 1903, (5) since 1st August, 1902, in respect of the following goods:—

Paints and Dyes in Class 1.

The Trade Mark (6) has been used by the applicants since 1st August, 1902, in respect of the following goods:—

(a) Woollen Yarn in Class 33.

(b) Hosiery in Class 38.

Facilities of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 31st day of August, 1904.

DENNIS & BOWLEY,
Solicitors for the Applicants.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

(on and after 1st October, 1904.)

WEEK DAYS.

6.45 a.m. to 7.00 a.m. ... Every 15 minutes.
7.30 a.m. to 8.00 a.m. ... Every 15 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 2.45 p.m. ... Every 15 minutes.
2.45 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.15 p.m. ... Every 15 minutes.
3.15 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 3.45 p.m. ... Every 15 minutes.
3.45 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.15 p.m. ... Every 15 minutes.
4.15 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 4.45 p.m. ... Every 15 minutes.
4.45 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.15 p.m. ... Every 15 minutes.
5.15 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 5.45 p.m. ... Every 15 minutes.
5.45 p.m. to 6.00 p.m. ... Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 2.45 p.m. ... Every 15 minutes.
2.45 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.15 p.m. ... Every 15 minutes.
3.15 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 3.45 p.m. ... Every 15 minutes.
3.45 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.15 p.m. ... Every 15 minutes.
4.15 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 4.45 p.m. ... Every 15 minutes.
4.45 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.15 p.m. ... Every 15 minutes.
5.15 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 5.45 p.m. ... Every 15 minutes.
5.45 p.m. to 6.00 p.m. ... Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st October, 1904. [1094]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 69.

{Alteration in setting of Tide-gauges.

NOTICE is hereby given that on or about the 1st November the TIDE-GAUGES in the approaches to CANTON will be altered to show the height of water above the low water plane corresponding to the standard zero at CANTON and WHAMPOA.

The depths of water at the various shallows, reduced to the above low water plane, are as follows:—

Second Bar, Eastern Channel, 13 feet.
Tat Shek Barrier (depth corresponding to setting of present gauge) 9 feet.
Tat Mei Spit 10 feet.
Sulphur Point 10 feet.
Salt Flats 10 feet.

J. HOWELL MAY,
Harbour Master.

Approved: F. J. MAYERS,
Acting Commissioner of Customs.

Custom House,
Canton, 24th October, 1904. [1110]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 70.

{Canton River; Northern Section of Bridge Barrier removed.

NOTICE is hereby given that, on or about the 26th instant, the RED LIGHT marking the Northern side of the 'hi' Channel through the Bridge Barrier will be discontinued.

The Northern Section of the Barrier has been removed.

The site it occupied is free from dangers, and a depth of 18 feet at low water spring tides exists within 200 feet of the left Bank of the river.

J. HOWELL MAY,
Harbour Master.

Approved: F. J. MAYERS,
Acting Commissioner of Customs.

Custom House,
Canton, 24th October, 1904. [1160]

THE NORTH-CHINA INSURANCE CO., LD.

FIRST ORDINARY MEETING.

The first ordinary general meeting of the shareholders of the above Company was held at Shanghai, on the 25th inst. The following gentlemen were present:—Messrs. W. H. Poate, (Chairman), J. N. Jameson, A. McLeod, W. D. Little, W. Meyerink (Directors), B. C. T. Gray, (Secretary), W. H. Anderson, W. Nation, J. Stenhouse, H. A. J. Macray, J. M. Young, Qua Sang, C. S. Moore, and M. Wolff. The Secretary, Mr. B. C. T. Gray, read the notice convening the meeting.

The Chairman, Mr. W. H. Poate, said that the report and accounts having been in the shareholders' hands for some time would, with their permission, be taken as read. The business before the meeting was to pass the report and accounts, to approve of the declaration of the dividend and of the placing of a sum to the reserve fund. The accounts for 1903 had also to be closed and the directors and auditors had to be elected and their remuneration fixed. The favourable outcome of underwriting for 1903 enabled them to propose, a considerable addition to the reserve fund, and this appeared to the directors to be of the utmost importance. It would be seen that while according to their last report the paid-up capital was £125,000 and the reserve fund £45,000 the position, if the directors' proposals were carried out, would be—Paid-up capital £50,000 and reserve fund, about £100,000 a much more satisfactory state of affairs from the shareholders' point of view. Advice had been received that the final meeting of the old Company would be held in London during December next, to receive the report of the liquidators, Messrs. D. Maclean and W. H. Dalgleish, and he felt sure the shareholders would desire to record their thanks to these gentlemen for service rendered. Before putting any resolution he would be glad to answer any questions.

There being no questions the following resolutions were put to the meeting and carried unanimously:—

Proposed by the Chairman, seconded by Mr. W. D. Little:—That the report and accounts as now presented be accepted and passed.

Proposed by the Chairman, seconded by Mr. A. McLeod:—That a final share dividend of 4% on the 1903 paid up capital and a bonus of 10% upon contributory premiums be distributed, both payable at the exchange of 1/6 13/16 per Tael; that Tls. 95,309.17 be carried to the credit of the Reserve Fund, raising that fund to Tls. 800,000 and that the balance be transferred to Liability Account, closing the account for 1903.

3. Proposed by Mr. J. M. Young seconded by Mr. H. A. J. Macray:—That Messrs. W. H. Poate, J. N. Jameson, W. D. Little, G. A. Matthew, A. McLeod, and W. Meyerink be re-elected directors and that their remuneration be Tls. 4,500 per annum.

4. Proposed by Mr. J. Stenhouse, seconded by Mr. C. S. Moore:—That Messrs. G. R. Wingrove and H. W. G. Hayter be re-elected auditors and that their remuneration be at the rate of Tls. 200 per annum each.

This concluded the business and the meeting closed with a vote of thanks to the directors, proposed by Mr. Macray.

THE KWANGSI REBELLION.

According to the Kwangsi correspondent of the Hongkong *Shang Pao*, the Wu Kang Chuan are the guards at the Yamen of Viceroy Tsen Chun huan. They form seven companies, each company consisting of 250 men. Some time ago they went to Liuchow, Kwangsi, to besiege the rebels at Sanfang, Lawchéng. On the 25th of the 7th moon, a commanding officer and two soldiers were wounded. On the 5th of the 8th moon the rebels escaped out of Sanfang, while the Wu Kang Chuan were still carrying their usual siege without the least knowledge of what had happened. On the 29th of the same moon a message dated the 23rd was received from Liuchow to the effect that the whole of the Wu Kang Chuan had sustained a disastrous defeat. Commanding officers killed two, missing two, dangerously wounded one, and many of the guards killed. The Commandant was barely saved by the timely arrival of reinforcements, and has now returned to the city of Liuchow. Again, on account of the fall of Lawchéng, the Magistrate thereof has been cashiered, while all the other officials were denounced, Liuchenghsien and Huiyuenhsien, too, have been captured by the rebels.—*Eastern Times*.

A Chungking telegram of the 10th October says that a telegraphic message from Kweichow to that port reports that the Kwangsi rebels have entered the boundary of Kweichow and that the defences of the city of Kweichow have now been strengthened.—*Universal Gazette*.

THE SCHOOLS QUESTION.

CHILDREN RUINED BY EXCITEMENT.

We all admit the usefulness of Education and the good done by Board and other schools. But the terrible effect of over-excitement and forced work for Examinations demands enquiry. Children are everywhere breaking down from this cause. Great numbers of little girls especially, come under the doctor for St. Vitus' dance and other nervous complaints. Boys grow too thin and weedy to make strong men. The cause is over-excitement in school, acting on weak constitutions; the cure is nerve-feeding. If the brain and nerves are properly fed-up, children learn easily and keep their health. Blood is the food of brain and nerves, Dr. Williams' pink pills for pale people are the food of the blood. It is pale, thin, anemic children—children with sharp, pinched-looking faces, lips always open, eyes with dark rims, gums pale and bloodless, who break down from too much school. St. Vitus' dance, which used to be a rare disease, is every year getting more

common, and doctors find it very difficult to cure. How Dr. Williams' pink pills cure it, by feeding up the nerves and brain with the new, rich blood, which they make, is well shown by the following example.

We have selected one of the very worst cases of St. Vitus' dance. It is that of a young lady who had some of the best medical attention in more than one hospital. This young lady, Miss Harriet Louisa Roberts, resides with her parents at 44, Ada-road, Smethwick, Birmingham, England, and it is ten years since the first sign of illness was seen. Mrs. Roberts thus relates the story of her daughter's suffering:—

"I first noticed that my daughter's hands were unsteady. If asked to carry a plate or a basin she would drop it, and I thought that it was a clumsy way she had. But she would cry and say 'Oh, mother, I really cannot help it!' She often cried because she could not do her lessons. Soon I began to see that she was afflicted with some nervous complaint. I hoped she would grow out of it; but as her nervousness increased, I took her to the children's hospital as an out-patient for about twelve months, but she grew so much worse in spite of all the skill bestowed on her that she was admitted as an in-patient for a further three months. Appearing a little better, she resumed school, but a fortnight after, she was away again, and for the next two years she was a patient at the Queen's Hospital, and at the general hospital where, after five weeks' treatment as a resident patient, she was discharged, a Sister at the hospital remarking that everything possible had been done for her. I fetched her home thoroughly disappointed. She appeared to me not one bit better than when she entered.

"The nervousness had undoubtedly developed into St. Vitus' dance. She couldn't keep still two minutes together. It was impossible for her to do her own hair, and there was a curious jumping way about her. We were obliged to put her bed against the wall lest she should tumble out; and often, on going to her room, I have found her underneath the bed. Her eyes rolled strangely, her tongue stuck out of her mouth, her head would nod, and her hands at one time shook so violently that she could not feed herself. In walking, she would drag her legs after her as if they were useless.

"But I am thankful to say," Mrs. Roberts went on, "that she looks very different now, and the reason of it is this: My son called our attention to Dr. Williams' pink pills for pale people. He bought us one bottle, and when Harriet had taken these, to the surprise of everyone there was a decided improvement. He bought her another, and then a third. She has started to go to business now. All my neighbours know how she was afflicted and can vouch for the truth of this. I have not exaggerated the facts in the least."

The cure of St. Vitus' dance by Dr. Williams' pink pills is purely a case of blood-making, and the same pills have cured anaemia (which is simply bloodlessness), consumption, decline, eczema, and all other diseases of the blood, as well as rheumatism, paralysis, gout, sciatica, and the ailments which women endure in silence. The genuine pills bear Dr. Williams' name, and substitutes should be avoided, as they never cured anyone. Dr. Williams' medicine company, Holborn-viaduct, London, will send a bottle, post free for two shillings and ninepence, or six for thirteen and nine, but they can be had at all medicine shops, if purchasers insist on having the genuine. [59]

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 3/16
Do. demand 1/10 1/16
Do. 4 months' sight 1/10 7/16
France—Bank T.T. 2/32
America—Bank T.T. 45
Germany—Bank T.T. 1/8
India T.T. 1/8
Do. demand 1/8
Shanghai—Bank T.T. 7/16
Japan—Bank T.T. 91
Singapore—Bank T.T. 1/10
Java—Bank T.T. 1/10

Buying.

4 months' sight L/C. 1/10 9/16
6 months' sight L/C. 1/10 11/16
30 days' sight San Francisco & New York 45
4 months' sight do. 45
30 days' sight Sydney and Melbourne 1/10 13/16
4 months' sight France 2/32
6 months' sight do. 2/32
4 months' sight Germany 1/8
Bar Silver 1/8
Bank of England rate 3 1/2

OPUM QUOTATIONS.

To-day's quotations are as follow:—

Malwa New 1,080/1,120
" Old 1,140/1,190
" Older 1,200/1,250
" Oldest 1,280/1,320
Patna New 1,160
Bengal New 1,120
Persian (Paper) 890/960

Masonic.

ZETLAND LODGE,

No. 325, R.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the Freemasons' Hall, Zetland Street, TO-MORROW, the 1st November, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 31st October, 1904. [1162]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than 10s. 6d. (10s. 6d.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1904.

Intimations.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF JAMES ROBERTSON ALEXANDER, LATE OF SHANGHAI, IN THE EMPIRE OF CHINA, FORMERLY OF NO. 51, WINCHESTER STREET, SOUTH SHIELDS, IN THE COUNTY OF DURHAM IN ENGLAND, MARINER, Deceased.

NOTICE is hereby given that The Honourable the Chief Justice has, in virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting to the 17th day of November, 1904, as the time for CREDITORS to send in their CLAIMS against the estate of JAMES ROBERTSON ALEXANDER, late of Shanghai, in the Empire of China, formerly of No. 51, Winchester Street, South Shields, in the County of Durham in England, Mariner, who died on the 16th day of August, 1903, on board the Steamship *Poyang* whilst on a voyage from Shanghai to Hankow intestate and Letters of Administration of whose personal Estate and effects were granted by His Britannic Majesty's Supreme Court for China and Corea on the 27th day of July, 1904, to WINFRID ALURED COMYN FLATT, of Shanghai aforesaid, the lawfully appointed Attorney of THOMAS ALEXANDER, the natural and lawful father of the said JAMES ROBERTSON ALEXANDER, deceased.

NOTICE IS ALSO GIVEN that all such Claims are to be sent in writing to the Underigned prior to the said 17th day of November, 1904, or no notice will be taken of them.

All persons indebted to the above Estate are requested to make immediate payment to the Underigned.

Dated the 19th day of August, 1904.

JOHN STOKES & MASTER,
8, Des Voeux Road Central, Hongkong,
Solicitors for the Administrator.

CHRISTMAS AND NEW YEAR GIFTS

FOR

HOME FRIENDS.

MACEWEN, FRICKEL & CO.

UNDERTAKE to Deliver Gifts, etc. (Free of Charge to Consignee) in any part of the World.

LATEST SHIPPING DATES.

To England Nov. 8th
To France Nov. 15th
To Germany Nov. 9th
To Italy Nov. 9th
To United States via San Francisco Nov. 8th
To United States via Suez Canal Oct. 10th
To India Oct. 21st
To South Africa Oct. 21st
To Australia Oct. 21st
To Canada Nov. 8th

CHINA PARCELS EXPRESS.

OFFICE—3, DUNDRELL STREET.

Hongkong, 7th October, 1904. [1116]

ROBINSON PIANO

COMPANY, LIMITED.

NEW IRON - -

FRAMED - -

PIANOS

\$425.

GUARANTEED FOR CLIMATE.

MASTER PIANO

PLAYER

\$385 & \$500

PIANO AND PLAYER \$800.

PERSONALLY SELECTED

PIANOS

BY

BECHSTEIN, KAPS,

HOPKINSON,

KRAUSS, HAAKE,

RACHAL'S

CABIN PIANOS.

Intimations.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY
THE GOVERNOR.AT THIS SEASON OF THE YEAR
WHEN BOWEL COMPLAINTS ARE
COMMON IT BEHOVES ONE TO
LOOK ROUND FOR A SUITABLE
REMEDY.WATSON'S
ASIATIC CORDIALIS A SPECIFIC FOR ALL TROUBLES
OF THIS KIND.WE RECOMMEND OUR CUS-
TOMERS TO KEEP A BOTTLE BY
THEM UNTIL THE AUTUMN IS
OVER.A. S. WATSON & Co.,
LIMITED,

CHEMISTS,

DRUGGISTS,

PERFUMERS,

&c., &c., &c.

THE
HONGKONG
DISPENSARY,
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 29th October, 1904.

TELEPHONE NO. 135.
CABLE ADDRESS: "ACHEE," HONGKONG
A. S. WATSON & CO., LTD.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,
MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-class Builders.

A large stock of Canadian Asbestos and

Asbestocel goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK."

Telephone—No. 358.

Hongkong, 3rd May, 1904.

NOTICE
All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to The Editor, 100 Hong Kong Road,
and should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected Mss., nor to return any Contributions.SUBSCRIPTION RATES (IN ADVANCE).
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additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of
the world is 50 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.BIRTHS.
At Soochow, 23rd October, the wife of Rev.
R. A. PARKER, of a son.
On 25th October, at 2, Seymour Road,
Shanghai, the wife of EDWARD F. MACKAY, of a son.DEATH.
HARRISON.—At the Peak Hospital, Hong-
kong, on Sunday, October 30th, WILLIAM
STEWART HARRISON, Manager of the China
and Japan Telephone Co., Ltd., Hongkong,
aged 38 years.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 31, 1904.

THE STATUS OF CHINESE
BRITISH SUBJECTS.

Some three months ago we referred to a grievance which Chinese merchants in Bangkok had against the British Consul at Swatow, and which they proposed to bring to the notice of the Secretary of State for Foreign Affairs. They complained of the want of recognition with which they were treated by the Consular authorities at the northern port, and argued that, although Asiatics were not registered in Bangkok as British subjects without first having their title to the nationality strictly investigated, they were refused recognition as such in Swatow, despite the production of passports and registration certificates signed by British officials in Bangkok. On account of this refusal to recognise their true and proper nationality the merchants, many of whom have been for years past interested in the trade which exists between the two ports, alleged that they had suffered material loss and inconvenience, while business dealings were rendered difficult by reason of the oppressive methods of some of the Chinese officials with whom they were brought in contact. Furthermore, they declared that their British nationality could not be questioned, and submitted that they were as much entitled to the protection and assistance of the British Consular authorities in Swatow as they were to the protection and assistance of similar official bodies in Bangkok. They embodied these grievances in a petition which was laid before Mr. Ralph Paget, H.B.M.'s Chargé d'Affaires at the British Legation, Bangkok, with a request that it be forwarded to Lord Lansdowne. The result of that petition has now been received and is to the effect that any Chinese who was registered in Bangkok, and who had been resident in that place for at least three years, would, on the production of a passport from the British Consul there, be *de facto* registered as a British subject in any treaty port in China, and would be granted full protection as a British subject. This was the substance of the reply as communicated to the petitioners a few days since, and is, in itself, not only of the greatest importance to the bankers and merchants of Bangkok, but also to those in practically every port of the Far East. Their status has doubtless been brought to the notice of the authorities at home; for it is announced that the Foreign Office has been engaged in drawing up a new set of rules on the whole subject. Lord Lansdowne has, probably, studied the question of Consular reform and in the near future we may expect to hear further of a matter which is of so great moment to those having business dealings in and with China.

LOCAL AND GENERAL.

PRINCE Carl Anton is reported to have arrived at Dally on the 18th inst.

THE French river gunboat *Argus* arrived in port on Saturday from Tonkin.

THE German Mail of the 28th September was delivered in London on the 27th inst.

MME. Sada Yacco and her company are about to produce at Kobe a Japanese translation of *Hamlet*.

As a result of the overflowing of the river Mekong, Cambodia is inundated and very serious damage is threatened.

Six cases of enteric fever with five deaths, and one case of diphtheria, complete the list of cases of communicable diseases notified last week.

THE former Russian names of streets at Dally have been now changed to Oyama-dori, Okumachi, Noguchi-machi, Kodama-machi, Fukushima-machi, etc.

FROM Chefoo papers to the 22nd inst., we learn that the marriage of Mr. Christian Volkeren, of the Great Northern Telegraph Co., to Mlle. Yvonne d'Anjou took place there on the 20th instant.

H.M.G. Flagship *Hansa* left the Hongkong and Whampoa Dock Company's No. 1 berth on Saturday evening and took up her moorings at the flagship anchorage.ACCORDING to a San Francisco exchange, the Occidental liner *Galle*, which arrived here on Saturday, had 1,500 casks of beef aboard, besides 200 tons of lead, 1,200 tons of flour and 50 tons of leather.A FURTHER portion of the mail dispatched from Tacoma per s.s. *Calchas* on the 7th July last consisting of four bags, including the registered mail, was received from Shanghai this morning.A NEW tin mining company, under the name of the Chienanese Syndicate, has been floated to work concessions in Siamese territory. The *Times of Malaya* states that operations are to be commenced immediately.THE mails aboard C. N. Co.'s steamer *Kashing* which struck a mine close to the Shantung Promontory, as exclusively reported in our columns on Wednesday, are being forwarded by the C. N. Co.'s steamer *Linan*.A PRIVATE letter from a Russian on board the hospital-ship *Mongolia* pays a tribute to the courtesy and consideration shown to that vessel by the Japanese on the occasion of the sortie from Port Arthur on the 10th of August.WE are requested to announce that Commodore and Mrs. Dicken have removed from the Commodore's Bungalow at the Peak, and taken up their residence on board of H.M.S. *Tamar*, where they will be at home during the winter months.

It is understood at Singapore that Mr. H. P. Wilkinson has declined the offer of the substantive appointment of Judge of H.M.'s Court for Siam at Bangkok, and proposes to return to Shanghai and resume his post of Crown Advocate.

RUMOURS are in circulation that the French are not satisfied with the mere concession of Kwangchow; they have demanded that the whole place extending from the east gate of Luchow city to Haian, Hsuwenhsien, may come under their jurisdiction as well.—*Eastern Times*.THE Peking correspondent of the *Jiji* reports that Sir Robert Hart has had conferred on him the First Class Order of Merit with the Grand Cordons of the Rising Sun, in recognition of his valuable services in connection with the revision of the Commercial Treaty between China and Japan.

THE annual report of Dick Kerr & Co., Ltd., who constructed our tramways—made a profit of £84,170 in the year, paid 10 percent dividend and carried forward £39,922. The electrification of the Lancashire and Yorkshire railway between Liverpool and Southport was one of their greatest contracts last year.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 30th October, 1904:—

| | Library | Museum |
|------------------|---------|--------|
| Non-Chinese..... | 320 | 104 |
| Chinese | 102 | 1,821 |
| Total..... | 422 | 1,925 |

VICE-ADMIRAL Ch. Bayle arrived from Canton on Saturday afternoon, and immediately rehoisted his flag on the *Montcalm*. The torpedo destroyer flotilla also returned on Saturday. Admiral Bayle leaves again on the 4th prox: for Kwangchow, going thence to Bedlian, and after a stay of three weeks there, will finally go to Saigon where he will remain for nearly the whole of the winter.THE s.s. *Inkulu* and the *Katherine Park* have been chartered by Messrs. Gibb, Livingston and Company for the coolie emigration service to South Africa, the former taking the place of the *Tweeddale*, released from charter, as recorded in these columns last Thursday. The s.s. *Sikh* sailed yesterday for Chinwantao to take aboard some fifteen hundred coolies, and she will be followed about the 3th prox. by the s.s. *Sofala* now preparing, the latter boat going to Chinwantao instead of Chefoo, as previously arranged.

It is reported in Shanghai mandarin circles that the Ministers of the Waiwupu have been lately conferring almost daily with Sir Ernest Satow with reference to the changing of the Younghusband Treaty at Lhasa. The reply of the British Minister, it is stated, was that the clauses in that Treaty referring to railways, mines, and foreign intercourse were now so well known in Europe and Asia that it would be difficult to change them, but with regard to other clauses the diplomatic answer was that if he could do anything to modify them in accordance with the wishes of the Chinese Government he would do so with pleasure.

"THEY have been constructing steamers in Japan for the last 25 years but the *Chohakusan-maru*, completed for sea last month by the Mitsui Bishi Dockyard and Engine Works, Nagasaki, is, we believe, the first instance in which every part of the vessel has been constructed in Japan. This marks a new stage in the industrial development of Japan and it may be that, within the next few years, this country will not only build the whole of its own ships but also construct, on a large scale, for other Far Eastern countries." The foregoing is taken from Nagasaki's most recent literary production, entitled *Cherry Blossom*, which is the monthly edition of the local *Press*. The publication is intended to attract the notice of residents and visitors in the Far East to that city. There is no reason why the little monthly should not succeed in its object especially if the succeeding numbers are equally as interesting as that for the 15th inst. which has just reached us. We wish it every prosperity.

THE DOUGLAS S.S. "THALES."

We are given to understand that the Douglas s.s. *Thales* was sold for £9,000 which, having regard to the fact that she is close on forty years old, is considered an exceptionally good price. She was employed by the British Government during the Abyssinian war, of 1868-69, and subsequently ran between here to Calcutta and afterwards steamed to Australia, and back, b-sides making many trips to Borneo before entering upon the China coastal trade. She has, we believe, left for a northern port—probably Kiautschou.

MACAO NOTES.

(From Our Own Correspondent.)

Macao, 30th October.

H.M.S. "ROBIN."

The novel sight presented itself to many visitors when the river gunboat of the British Navy, the *Robin*, was observed in the Government cumber. The diminutive wet dock in Macao is used for small repairs and the cleaning up of the Government and harbour police launches on the river. Curiosity led to inquiry as to the cause which took the *Robin* out of her anchorage, and it has been learnt that she went into the cumber for cleaning up and painting. This is the second time that she has been into the little dock here, for the use of which nothing is charged to the British Admiralty by the local Government. As evidence of the hospitality of the Portuguese authorities may be mentioned the free use given to the U.S.S. *Callao* of the cumber when she had to repair a steam pipe damaged in the engine-room. The courtesy was appreciated by the American commander who sent a letter of thanks to the Government for the kindness extended him.

ZONE TIME.

Macao fell in with the alteration in time on Saturday night when, at twelve o'clock, the clocks in the city were put ahead of the actual time by 25 minutes and 30 seconds. The change effected by the Steamboat Co. in the hour of departure to Hongkong is most suitable. The public schools adhere to the time tables as they stood previous to the coming into effect of the change, and all churches make no alteration in the hours of divine service.

CHINESE OATHS.

A curious case, involving the oft-debated question of Chinese oaths in judicial cases, transpired the other day, when the preliminary investigations in an action brought by one of numerous shareholders against the sub-lessee and manager of a fan-tan gambling-house were heard. The case for the plaintiff is one of misappropriation of funds and will, in due course, be brought for trial before the Court. During the inquiry it appeared that the question was put whether the plaintiff could swear to the truth of his allegations in the usual form that the Chinese take their oaths, that is, by chopping off the head of a cock. This the prosecuting witness promptly undertook to do. While the Court officials were sent to procure a bird and the yellow paper was requisitioned, it occurred to the astute Counsel for the defence (Dr. Luiz Nolasco da Silva) to ascertain the plaintiff's religious persuasion. In answer to an interrogatory he declared that he was a Christian; whereupon defendant's Counsel objected to the man being sworn in accordance with Buddhist rites. The lawyer's objection was upheld.

RELIGIOUS FESTIVALS.

During the second week in December there will be held here a series of religious festivals in connection with the jubilee of the proclamation of the dogma of Immaculate Conception on a scale unparalleled by anything that has yet been seen at Macao in that line. There will be a grand procession by day and a general illumination by night. The latter part of the programme promises to be the most interesting feature of the celebrations in so far as the non-participants of the religious festival are concerned. Along the whole route through which the procession will wind its way will be erected triumphal arches of special design; they will number from between twelve to fifteen with small arches at intervals between them. As at present arranged the procession will be formed of the Church dignitaries, the various congregations, the Seminarians and the general public. It is planned to start from the old Hermitage of Penha on the hill of that name and proceed down to Chuanambeiro by the travessa de Bom Jesus. Continuing along the praya it will meet the Seminarians, from St. Joseph's College, near Government House. The junction formed, the entire length of Praia Grande will be traversed until the public garden is reached, whence the procession turns to the left into Rua do Campo and, continuing its march, it forms a second junction with the Chinese congregation from St. Lazarus's district at the bottom of Lighthouse pathway, which it will ascend until the height of Guia Lighthouse is attained. At the church of Guia the terminal is reached. A triumphal carriage with an emblem of the virgin will be drawn along the route.

A history of the jubilee is in course of completion and will shortly be out of the hands of the printers. It will be profusely illustrated with first-class half-tone photographs of the most notable places in Macao, and the get-up of the book is one that will bear comparison with the best of its kind produced from European printeries. In cost of production of this literary work as in the festivities that are to take place in December, the expenditure is being contributed to with a lavishness only equal to the unique occasion of the fiftieth anniversary of the proclamation of a dogma held in such great reverence throughout the Roman Catholic world.

THE failure of the government's experiment of taking carabao into the Philippines has caused Dr. Carter, of the board of health, to seriously suggest that elephants be imported from India and Ceylon to take the place of the slow, clumsy carabao. The doctor states that the elephant is not subject to "rinderpest," sufra, zoonotic and other kindred ailments common to the carabao and that fact would make him a valuable acquisition to the country.

THE VOLUNTEER CAMP.

H. E. MAJOR-GENERAL VILLIERS' REMARKS.

Yesterday morning H. E. Major-General Villiers Halton, General Officer Commanding the Forces, accompanied by Major A. A. Chichester and Captain E. S. Ward, Aides-de-Camp, proceeded to Stonecutters' Island to visit the Volunteer Camp, and inspect the men and their quarters. After going the rounds with Major Pritchard, Commandant of the Hongkong Volunteers, and formally inspected the force, His Excellency, in addressing the men, said that he was pleased to see the large numbers who were now able to turn out, and thought it was undoubtedly due to H. E. the Governor's keen interest in this direction. The men presented a very smart appearance, and he was especially pleased with the shooting, which, considering the short training they had had, was as good as could be expected; but that was not enough, he expected them to be, and to make themselves, as good as anybody. One target was over 4,000 yards and another 3,000 yards distant, and considering the back ground and bad light, the shooting was very satisfactory, that with the maxims being especially good. He was very pleased with the general state of the camp, but thought that better arrangements could be made in regard to the washing places, as the men were in the habit of throwing the water they used down where they washed and this might have a tendency to make the place insanitary. He was, however, glad to see that the health of the Camp was so far good, only one man suffering from a slight indisposition.

The force was then dismissed, but shortly afterwards fell in again for Parade Service, the Rev. E. J. Hardy, chaplain to the forces, conducting a short service for the men, after which H.E. lunched with the officers, and subsequently, accompanied by his Aides-de-Camp, left Stonecutters' Island and returned to Hongkong. In the afternoon many of the volunteers, whose business required their presence in town this morning, left the camp, those remaining indulging in various games. The camp was struck at 8 a.m. to-day.

BOATBUILDING IN HONGKONG.

NEW WORKS TO BE ERECTED.

That extensive strip of foreshore stretching from the Green Island Cement Works, at Bok Un, to Kowloon City is fast becoming the home of numerous industries, and when at length the projected railway to Canton is an accomplished fact the district should prove a most important centre. Apart from the operations of the Cement Co. there is the building of ships by Messrs. W. S. Bailey and Co., and the extensive operations being carried on by Messrs. Punchard, Lowther & Co., at Maufakok in connection with the manufacture of concrete blocks for the Naval Yard extension works. These have wrought great changes in the district and go to prove the convenience of a site which, until comparatively recently, had been somewhat neglected. Another firm has now seen the advantage of acquiring land in this neighbourhood and this afternoon secured a considerable area at a sum of \$50 above the upset price. The land in question is situated at Tokwa Wan beyond Messrs. Bailey & Co.'s property, and is registered as Kowloon Marine Lot No. 85. The lot comprises 145,000 square feet, the boundary measurements being north-east, 350 feet; south-west, 350 feet; south-east, 400 feet; and north-west 400. The sale took place at the offices of the Public Works Department, the auctioneer being Mr. L. C. Rees. From the description and terms of the proposed lease it would seem that the land will be held for a term of 75 years with option of renewal for a further similar term at a Crown rent to be fixed by the Government Surveyor. The annual Crown rent for the first period is to be \$804. Bidding was started by Mr. W. Lysaught, of Messrs. Lysaught and Farrell, engineers and boat builders of Wanchai. This was only \$50 above the upset price and no others being forthcoming he secured the land for \$31,050, and the purchaser at once proceeded to sign the contract and pay the \$1,000 required under the terms of sale, the balance being payable on the completion of the lease. We understand that the sale was the outcome of a requisition made by Messrs. Lysaught and Farrell, whose intention, we are informed, is to erect extensive engineering works and build slipways for boats, the condition of the foreshore in that locality being admirably adapted for such works. They are under obligation to expend on the land not less than \$50,000 in rateable improvements within 24 calendar months of the date of sale, and have also to reclaim the whole area of the lot and the adjoining roads protecting the same with substantial sea wall or slopes. They will also have to form a road 60 feet wide along the north-eastern and one 50 feet wide along the north-western boundary of the lot, besides making arrangements with the owners to alter the line of the existing quaymen's pier in the neighbourhood, and rebuild same. It will, of course, be some considerable time before the actual building of ships and other work is in full progress, but as soon as the slips are ready for operations it is expected that boats of all sizes and descriptions will be turned out.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 31st at 11.40 a.m. The barometer has fallen slightly in the Philippines, and near the estuary of the Yangtze, and risen at all other places.

Gradients are in consequence scarcely so steep as yesterday, but strong monsoon must still be expected in the Formosa Channel and over the greater part of the China Sea.

Forecast.—Fresh N.E. winds, overcast, fair.

TELEGRAM.

THE WAR.

ANOTHER ENGAGEMENT.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—
Tokio, 29th Oct., 4.40 p.m.

Marshal Oyama reports that a detachment of our right army attacked, on the 27th instant, the enemy on Hailoushan consisting of two battalions of Infantry.

The detachment met with stubborn resistance, but finally occupied Hailoushan and captured two machine guns.

On the 28th instant the enemy continued cannonading Hailoushan till the afternoon, and then disappeared.

There was another important engagement on the 28th instant.

COLLISION IN THE HARBOUR.

A LAUNCH SUNK.

Last night at about 10 o'clock Ser-ennt Boote, of the Water Police, was about to moor his boat at the buoy between the central and northern fairway which marks the track of the Yaumatei Ferry Company's launches, when he discovered that a launch had sunk immediately below it. From subsequent inquiries it was discovered that the launch in question was the *Cheung Yik*, which had been run into and sunk by the *Cheung Yuen*. Both launches belong to the Yaumatei Ferry Company, and were on service at the time of the occurrence. The sunken launch has been raised and towed to the company's wharf. No lives were lost, but an inquiry into the cause of the occurrence will be held in due course.

DEATH OF MR. W. S. HARRISON.

It is with deep regret that we have to announce the death, from Bright's disease, of Mr. William Harrison, manager of the China and Japan Telephone and Electric Company, which occurred yesterday morning at the Peak Hospital. The funeral took place at 4 p.m. in a dreary rain drizzle, the Rev. F. T. Johnson, M.A., Chaplain of St. John's Cathedral, most impressively reading the burial service. Mr. Newman Mumford, his oldest friend in the Colony, was chief mourner, and among others present were Mr. W. L. Carter, acting manager of the Telephone Company, Mr. J. M. Beck, Superintendent of the E. & A. and C. Telegraph Co., Ltd., Mr. C. A. Brown, Engineer Quarry Bay shipyard construction, and Mr. J. Bolton, of the Public Works Department, and several others. Many exquisite wreaths were placed on the coffin, notable among them being those from Mr. N. Mumford, Mr. W. L. Carter, Mr. C. A. Brown, and from the Chinese staff of the Telephone Company, who also followed the deceased to his last resting place. It was unfortunate that the express sent out reached many friends too late to permit of their presence at the last sad rites. The deceased, who was only thirty-eight years of age, was a scion of a good old Lancashire family, was unmarried and leaves a mother and several brothers in Manchester to mourn his loss. He was a man of remarkable attainments, and had made electrically his life study, writing several important works on electricity and its usages. He first came to Hongkong thirteen years ago, and at once took the Telephone Company in hand, building it up to its present condition of prosperity and efficiency, by his untiring zeal and energy. He was a man of wide reading and scientific research, the latter of which was his pet hobby. A good yachtsman and enthusiastic athlete, he was widely and deservedly popular, and had drawn round himself a large circle of friends, who now mourn his loss, at so early an age, while to the Company he served so ably and so long his untimely removal hence is an irreparable loss. It was fated that he was not to witness his great scheme consummated, for had he but lived a short while longer, he would have seen the initiative steps taken for the installation of an underground wire system for which he worked so hard, and which he had so earnestly desired to see in operation. The greatest sympathy is felt for his sorrowing family at home.

SHIPPING AND MAILS.

MAILS DUE.

English (*Chusan*) 4th prox., 6 a.m.American (*Siberia*) 4th prox.Indian (*Lalung*) 7th prox.American (*Mongolia*) 12th prox.The P. & A. s.s. *Arabia* arrived at Yokohama on 30th inst., and may be expected here on 10th prox.The Java-China-Japan Line s.s. *Tjismah* left Macassar for this port on 26th inst., and may be expected here on 9th prox.The Imperial German Mail s.s. *Zhuhan* which left here on Wednesday, at noon, arrived at Singapore on Sunday, at 2 p.m.The Imperial German Mail s.s. *Prinz Regent Luitpold* which left here on 16th inst., arrived at Shanghai on Saturday at 1 p.m.The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Ulysses* left Shimonsaki on 30th inst., at 5 p.m., and is expected here on 4th prox., 6 a.m.The P. & O. S. N. Co.'s s.s. *Chianan* left Singapore for this port on 30th inst., at 8 a.m., with the Outward English Mail, and is due here on 4th prox., at 6 a.m.The Imperial German Mail s.s. *Preussen* carrying the German Mail with dates from Berlin of the 17th inst., left Colombo on Sunday p.m., and may be expected here on 9th prox.The P. & M. S. S. Co.'s s.s. *Mongolia* with mail, &c., from San Francisco to the east, left Honolulu, and arrived at Yokohama, and leaves for this port via Island Sea, Nagasaki and Manila, on 1st prox., and is due here on 10th prox.

TELEGRAMS.

(Ruler's.)

The North Sea Outrage.

LONDON, 28th October.

It is officially stated in St. Petersburg that two telegrams have been received from Admiral Rozhdeievsky; the first declares that two torpedo boats, not showing lights, attacked the leading vessel of the fleet; the fleet thereupon swept the sea with its searchlights and opened fire. The searchlights disclosed the presence of several small steamers resembling fishing vessels; the fleet endeavoured to spare the latter as soon as the torpedo boats had disappeared. The Admiral declares that no torpedo boats accompanied the fleet. One of the strange torpedo boats was sunk and the other, only damaged, remained till the morning near the small steamers. The fleet did not assist the latter because their complicity was suspected in view of their obstinacy in crossing the Russian line. Several showed no lights and the remainder only showed them very late. The second telegram says the fleet met several hundreds of fishing boats and showed them every consideration, except where they were in the company of foreign torpedo boats. If the fishermen were also on the scene of the occurrence they had imprudently involved themselves in this enterprise. "I beg to express, on behalf of the fleet, my sincere regret for the unfortunate victims under circumstances in which no warship could have acted otherwise, even in the time of profound peace."

LATER.

It is understood that the Cabinet has agreed to hold an inquiry on the North Sea outrage; which inquiry will probably be held at Vigo. The danger of war is thus removed. Mr. Balfour speaking at Southampton said that the matter had been referred to an international inquiry. Russia had ordered the detention at Vigo of the part of the Baltic fleet concerned. The officers responsible will not proceed to the Far East, but will be tried and adequately punished. Russia is giving orders which will prevent any recurrence.

(Shanghai Mercury.)

The New Trade Mark Law.

Peking, 25th Oct.

The representatives of all the foreign powers, with the exception of the American and Japanese, have insisted on the postponement of the carrying out of the Trade Mark law. The United States Minister did not take up the matter on account of not having any instructions from Washington. The Japanese Government would like to have seen the new law carried out on the date it had to be enforced. Sir Ernest Satow, the British Minister, received an order from his Government at the last moment to procure if possible a postponement for six months according to the unanimous wish of the foreign merchants.

It is not the desire of the foreign representatives to do away with the new law, but they wish only to postpone it for the time being in accordance with the wishes expressed by the different foreign merchants in China, and to act in harmony with the American and Japanese Minister.

(N. C. D. News.)

Regulations for Prisoners of War.

Tokio, 26th October.

An urgent Imperial ordinance promulgates the regulations for the punishment of prisoners of war. The ringleader in united resistance to, or violence towards, the prison authorities may be sentenced to death.

Japan's Compulsory Guests.

The prisoners of war quartered in Japan now amount to over three thousand.

A Conflagration at Port Arthur.

It is reported that the streets in the town of Port Arthur were on fire yesterday from the morning until five in the evening.

Refilling the Russian Banks.

It is calculated that the filling up of the vacancies caused in the Russian army by the casualties in the battle of the Shaho, namely, one-fourth of the whole strength engaged, will require two months.

The Present Position.

The subsequent development depends solely on the relative movements of the belligerents. A cessation of activity seems therefore probable for the time being.

The popular topic in Tokio is where both armies will decide to winter.

(Mantla Cablenews.)

The North Sea Outrage.

San Francisco, 27th October.

Great Britain is preparing for war with all possible speed. Not since the South African crisis has there been any semblance of such activity as now prevails.

Naval leaves have been cancelled and no more will be granted for an indefinite period. Russia's delay in answering the ultimatum transmitted immediately subsequent to the sinking of the fishing vessels is now construed to mean approval of the cowardly attack.

The Russian press intimates that there will be no apology and St. Petersburg is wild with rejoicing at the insult to Great Britain.

The Russian press declares that England is Russia's greatest foe at the present time, not excepting Japan.

Russians point to the invasion of Tibet on the part of England as a sufficient provocation to justify any act of retribution on the part of the Russian Government.

The excitement in England is at its zenith and the already emphatic demands of the Government and the hurried preparations are not adequate to meet the popular clamor that war be declared against Russia.

THE WAR.

NEWS DIRECT FROM MUKDEN.

Outside Mukden, 14th October.

It is now noon and as I have an opportunity of sending this away by a friend I do so, but I am unable to send you regular news being as you are aware employed by the Russians, and strict watch is kept, especially on Poles and Jews for if detected you are a gone coon.

Previous to the 9th inst. there was outpost fighting at various points all along the line of more than sixty miles, stretching from the Liao River on the west to a point south of Fusun on the east. From noon of the 9th

FIGHTING BEGAN

along the whole front and has been kept up almost unintermittently from dawn till dark each day, and occasionally breaking out in the night. On the east end of the line, forty miles south-east of Mukden, there are three corps under General Stakelberg though there have been considerable losses, neither side had yielded up to the 13th inst.

THE FIGHTING ALONG THE RAILWAY and on both sides of it, which is a line less than twenty miles south of Mukden, has been most terrific and stubborn, losing for four days, taking and retaking each other's positions several times. By noon on the 12th inst. the Russians were

FORCED TO RETIRE.

All yesterday and to-day they have been slowly retreating but fighting a very stubborn rear guard action all the way. The roar of the guns is terrific and incessant and though at such a great distance the windows and walls are shaking. The Russians are from six to eight miles south of Mukden and close on

THEIR FINAL POSITION.

on the south side of the Hun River, at that point where the river runs parallel with the southern face of the city, and is three miles distant from it. About fifteen miles to the south-west of Mukden where the Hun bends towards the south-west

JAPANESE ARE ALREADY ACROSS.

There is no news of the strength and exact position of the forces on the western end of the line.

CONTRARY TO EXPECTATIONS

the Japanese have not attempted an eastern turning movement this time, as expected by the Russians. On the contrary the Russian left wing, composed of three corps, forty miles to the south-east, is apparently attempting to turn the Japanese right. The Russian generals openly state they have ample force around Mukden to check this central wedge being driven in by the Japanese, but time will tell. Certainly each side is doing its utmost, and already the casualties far exceed those of Liaoyang. The Russians are

USING A BALLOON

to ascertain the strength and positions of the Japanese. Chinese villagers have had to flee before the storm. Many of them have been killed and wounded and their homes and harvest are in many places utterly destroyed, or were previously appropriated and in most cases without even a promise of compensation.—*Shanghai Mercury.*

THE LOSS OF THE "HEIYEN."

ACCOUNTS OF SURVIVORS.

The *Jiji* publishes an account of the loss of the Japanese coast-defence ship *Heiyen*, which recently struck a mine and foundered. The information is obtained by the *Jiji* from a person just arrived in Tokyo, who states that the last seen of the *Heiyen* was on September 18th, when the war-ship *Saiyen* observed the vessel steaming northwards. A storm had set in, and on the following day the *Saiyen*, having heard nothing of the defence vessel, commenced a search. At noon a boat was discovered adrift about five miles east of an island, and it was observed through a telescope that the boat contained the body of a man which was found to be naked. The boat belonged to the *Heiyen*. Further search was rewarded by the discovery of search-light apparatus and hammocks, which were floating on the sea. There was now little doubt that the *Heiyen* had sunk. On the afternoon of the 20th the *Saiyen* received a report that some shipwrecked men were on Shomiyaku Island, west of Port Arthur peninsula. A boat was at once dispatched to the rescue with food, blankets, medicines, and stimulants. On approaching the island men were seen making signals apparently, and ran down an eminence to the shore, when they found that the relief boat was making for them. They proved to be seamen of the *Heiyen*, four in number, and dressed in nothing but their shirts, yet having apparently suffered little by their exposure to the elements. A surgeon dispensed cups of cream, of which they heartily drank, and they were given food.

One of these survivors, by name Komatsu, said he was working in the store down below at the time of the disaster to the *Heiyen*. As soon as the vessel struck the mine the electric light on board was extinguished. Komatsu rushed on deck to find the ship in a heavy gale and the rain coming down in torrents. It was perfectly dark, and Komatsu, hearing the excited cries of the men on deck, jumped into the sea. While swimming he had the good fortune to knock up against a floating cabin door, which served him well. He finally landed among the rocks on shore, gathered together a lot of seaweed, and so spent the night. Another survivor, Mogi, was on watch in the engine-room. This man, knowing the steamer had struck a mine, at once went on deck and jumped overboard. He clung to a hammock, and in about five hours reached the island. The other survivors had similar good luck when they were thrown into the sea, and each reached the island separately.

THE "ASKOLD" AND THE "GROSOVOI."

The Russian Consul-General has written to the Shanghai Taikui that Admiral Reitzenstein and an officer are ill and that Admiral Reitzen-

stein especially has a wound in the left side of his neck which he received at the battle of the 10th August and which has not properly healed. These two Russian naval officers require proper medical attendance at home. The Consul-General asks that they be allowed to go home as the arrangements were that none of the crew of the two warships should be permitted to go home unless with the consent of the local officials. The Shanghai Taikui therefore is requested to give his consent.—*Shinwanpo.*

GENERAL KUROPATKIN'S NEXT MOVE.

The theory is advanced by one of the Tokio Journals that General Kuropatkin will again take the offensive to "save his face," so to speak, after his recent General Order. That he should be in a position to do so speaks well for the Russian powers of recuperation after, apparently, so thorough a beating and so exhausting a retreat. But General Kuropatkin believes the Japanese lost nearly as many men as he himself, and it seems evident from all report that his position in the field is strategically equal or superior to that of the Japanese. The Journal quoted, the *Jiji*, speculating on Kuropatkin's tactics, after referring to his successive defeats, and especially to his last great failure, says he will not retreat if he can possibly avoid it, but will make every effort to reverse the situation by another battle. The *Jiji* goes on to explain that the Russians do not feel the disgrace of their defeat so keenly as is supposed by the Japanese, and it is quite natural for the Russians to forget their defeat and return to the attack. Our Tokio contemporary gives an excellent fighting character to the Russians, whose next move, however, it is difficult to predict from latest reports.—*Kobe Chronicle.*

The following European telegrams have reached the Tokio Foreign Department:—

Though completed, the circum-Baikal Railway is very imperfect. In the course of the trial running on September 9, the train ran off the track ten times. The 10th tunnel proved too low, so the projecting parts of the cars were cut off. It took the train three days to run from Kuruk to Irkutsk. The *Novoe Vremya* states that three hundred horses are to be hired for the traffic over the lake during the winter.

The Russian authorities have now made public that an Eastern Siberian Siege-gun regiment was formed on August 13. The London *Times* of the 15th inst. states that the whole of the 14th Division has left for the Far East. The Division is expected at Harbin at the beginning of November.

A telegram from Moscow states that a great crowd of the citizens held a meeting to pray for victory in a large field near the Sakharov tower. A bishop in a gorgeous costume made an earnest appeal to God, and hymns were sung by a choir of over one thousand seated in front of the tower.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

ZONE TIME AGAIN!

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—Can you or any of your readers tell us why on earth, and by whose authority, that fossilised and useless old eye-sore, the tower clock, assumed zone time in the early hours of yesterday morning, instead of at the official hour? This caused considerable annoyance and inconvenience to many people, and many engagements were broken, while several members of the congregations of St. John's Cathedral and St. Peter's Church, believing themselves very late for the services turned back, and so missed their morning prayers altogether. It would be interesting to know the reason for this freak.—Yours,

Hongkong, 31st October, 1904.

HOSPITAL SUNDAY.

The Hon. Treasurer of the Alice Memorial and Neithersole Hospitals begs to acknowledge with thanks the following addition to the funds of the Hospitals, taken at the collections in the following churches:—

St. John's Cathedral \$229, Union Church \$145.80, To Tsai Chapel (L.M.S. Chinese) \$68.27, Wesleyan Church, Wanchai \$17.82, Volunteer Camp Rev. C. H. Hickling \$37.62, St. Stephen's Ch. (C.M.S. Chinese) \$28.47, Wesleyan Mission Chinese Church \$27.20, St. Peter's Church (Half Offertory) \$25.86, Peak Church \$14, Rhenish Mission Chapel \$6.70, and Yaumati (C.M.S. Chinese) \$4.39.

CAPITALISTS AND THE PHILIPPINES.

BIG FIRMS COMING.

Advices have reached the Washington Bureau of Insular Affairs from Toledo, Ohio, to the effect that a large firm in that city, engaged in the manufacture of products of various sorts from coconut oil, has decided to move its entire plant to the Philippines. The firm believes that it can increase its profits and add to the value of its products by making finished products in the islands rather than ship the crude materials to the United States.

The news was received with gratification by Colonel Clarence Edwards, chief of the Bureau of Insular Affairs. Colonel Edwards says he has intimation that other firms are considering the same plan. He believes that it is largely due to the interest American capitalists are taking in the Philippines, as a result of the exhibits from the islands at the St. Louis Exposition.

The bureau has had many inquiries lately from capitalists, who were desirous of building railroads in the islands. Belgian capitalists especially are interested in this direction.

The bureau was notified on 21st ult. that a special committee, which has been at work for six months studying in the Philippines, had completed its labours. The committee has made many suggestions in the line of modifying and improving the laws. The report was to be received in Washington on October 6, when it was to be given full publicity.

THE OPENING OF THE YACHTING SEASON.

There was a very good display of canvas on Saturday afternoon when, at half-past two, the yachts, both cruising and racing, fell into line and formed a procession, headed by the commodore of the yacht Club, the Hon. F. H. May, in *Dione*, and ran down with a leading wind to Stonecutter's Island where two marked boats showed the line at which the Ladies' Race was to begin. There the other boats, which were not competing, hauled off so as to give a clear course for the ladies.

The course commenced with a dead run to leeward as far as to fairway buoy; here the yachts hauling their wind stood up for the Police Pier, at Kowloon, where, as usual, the finish was to take place.

The boats all got away well together and it looked as if there was going to be a pretty close scramble for weather billets after rounding the buoy. The ladies managed their boats cleverly and there were no fouls, but the wind became very tricky and what with the number of ships at anchor in the harbour, the uncertain wind, and a strong tide there was a good deal of manoeuvring to be done. The yachts became scattered—some heading well up towards Kowloon with the object of getting out of the majority of the shipping, while others preferred to keep down in the east going tide over towards Hongkong which the reckoned would make up for an occasional loss of wind under the lee of some big steamer.

At times the wind would come down in quite strong gusts and then it would die away again to a light sailing breeze, but though it shifted a good deal there was sound going all the way and the finish was a remarkably good one, for the leading boats came in very close together showing that whatever advantages had been gained by following the stream on one hand had been about equally compensated in the less crowded water on the other.

The first four boats were *Dione* (steered by Miss Stella May), *Benito* (Miss Bird), *Vernon* (Mrs. John Hastings), and *Chanticleer* (Mrs. Crauford) and with time allowances applied these boats must all come very close together for first and second prizes. *Kathleen* (Mrs. Kent) was well up and came in fifth. The race was a dashing one from start to finish and the ladies are to be congratulated one and all on the style in which they opened the season.

SATURDAY'S CRICKET.

In our issue last Saturday we gave the scores in the match between Mackenzie's XVIII and R. Hancock's XI up to 4.45 p.m. The former team compiled 164, while the batting of the opponents resulted in 168 for six wickets made up as follows:—

| | |
|--|-----|
| R. Hancock, retired | 45 |
| Lt. P. M. Heath, 114th M., c Mosse, b Harris | 0 |
| J. T. Dixon, b Butcher | 47 |
| Lt. Airy, c Daniel, b Butcher | 3 |
| A. G. Ward, b Butcher | 9 |
| Mjr. Chichester, c B.O., c Butcher, b Bird | 12 |
| Lt. Lumsden, R.A., c Bird, b Mackay | 23 |
| H. Hancock, not out | 6 |
| T. E. Pearce not out | 15 |
| Extras | 8 |
| Total | 168 |

The Craigengower Club had an easy victory at Happy Valley over the Police C.C., who compiled 102 against the former's 136 for four wickets for Craigengower. A. O. Brown ran up 45, M. E. Asger 30, and L. A. Rose 20 (not out).

MARINE INQUIRY.

CERTIFICATE SUSPENDED.

The Hon. L. Barnes-Lawrence, Harbour Master, held an inquiry into the conduct of the master and engineer of the Hongkong and Whampoa Dock Company's launch "K.K." in leaving the launch with steam up at Aberdeen, without anybody on board. Mr. J. Iland, Superintendent of the Aberdeen Dock, said he saw the launch moored at the dock buoy, and knowing she had no business there, he boarded her and found the boat deserted, save for one small boy, who was playing about. Steam was up. The boy did not belong to the crew and had no right to be on board. The launch was made fast by only a slip rope. The master said they went ashore for "chow." Mr. Smith, in charge of the floating stock of the Hongkong and Whampoa Dock Co., said there was no necessity for their doing that as everything required was kept on board the launch. The launch should have been back at 10 a.m. It returned at 2 p.m. The master said he was very hungry. The engineer stated that he was responsible for her when steam was up. The certificates of the master and engineer were suspended for three months, for neglect of duty.

YOKOHAMA'S DEFECTIVE PORT FACILITIES.

The Japan Mail states that a Committee consisting of Messrs. F. J. Abbott, Montague Beart, A. Harmsen, E. J. Libaud and W. T. Payne, appointed by the shipping interests of the port of Yokohama, called on the Director of Customs on Saturday with the view of devising some means whereby to relieve the congested condition of the import sheds, and to secure a more prompt delivery of cargo, which in some recent cases has remained over a month on the wharves, buried under subsequent arrivals. The committee was very courteously received by the Director of Customs, who gave careful consideration to the subject. It was evident from his replies to the various suggestions put before him, that Mr. Misukami is most anxious to do all in his power to improve the situation.

INTERPORT CRICKET.

The Interport Cricket teams are as follows:—

| STRAITS. | SHANGHAI. |
|------------------------|-----------------------|
| Capt. H. L. Talbot | F. W. Potter (Capt.) |
| Capt. E. J. M. Barrett | Ins. J. U. Drummond |
| J. G. MacLaggan | C. C. Duamore |
| V. D. Parsons | O. V. Lanning |
| R. B. Rees | V. H. Lanning |
| C. W. H. Cochrane | W. H. Moule |
| M. H. Whitley | H. R. Parkes |
| A. Stronach | G. C. Dew |
| T. R. Hubbach | W. J. Turnbull |
| E. W. N. Wyatt | S. Wallace |
| E. Bradbery | T. Wallace |
| D. Y. Perkins | A. J. Moule (reserve) |
| | J. Rayden (scorer) |

The following eight were chosen on Saturday even to represent Hongkong:—

| |
|-------------------------------|
| R. Hancock |
| P. M. Heath (110th Mahrattas) |
| F. W. Lumsden, R.A. |
| T. E. Pearce |
| R. E. O. Bird |
| H. Arthur |
| H. Hancock |
| J. T. Dixon |

The remaining three will probably be chosen from the following, who are asked to play with the team on Wednesday at 2 p.m. Messrs. A. G. Ward, W. Dixon, J. O. Airy, C. M. G. Burnie, T. Seacombe Smith, and Major Chichester. On Saturday next the 1st Eleven will play the next best players.

The match between the Royal Engineers and Royal Artillery could not be concluded owing to the dusk setting in before the final stages of the game were reached. The R. E. made 102, to which the Artillery responded with 81 for seven.

The Rugby match, H. K. F. C. v. United Services, played at Happy Valley, on Saturday ended in a win for the Club by 14 points to nil. On the Naval football ground last Saturday H.M.S. *Vengeance* beat the Naval Yard by 1 goal to nil.

N.D.L. CHINA-JAPAN-AUS-TRALIA LINE.

FIRST SAILING.

Messrs. Melchers & Co., agents for the Norddeutscher Lloyd, courteously inform us that the first steamer of the new China-Japan-Australia-Line of Norddeutscher Lloyd, the *Prinz Sigismund* left Sydney via Brisbane and New-Guinea for Hongkong on the 29th inst., at 2 p.m., and may be expected here on or about the 21st of November.

LAWLESSNESS IN KWANGTUNG.

The whole province of Kwangtung is poverty-stricken; the people can hardly get on with the means at present at their disposal. Cases of robbery occur so often that it is beyond the power of the pen to record them. Under the existing state of affairs, the local officials, both civil and military, should be blamed to a large extent. From the last moon until now robbery has happened several times a day, at Hsuiung-shihman, to the great injury of the inhabitants, and, to safeguard their interests, they closed the doors of their shops, thus causing a strike. A message to this effect has been sent to the senior authorities with the urgent request that soldiers may be despatched to afford the inhabitants adequate protection.—*Universal Gazette.*

COMMERCIAL.

Advices dated Shanghai, 26th inst., state:—Business reported:—Shanghai and Hongkong Wharf shares at Tls. 137 1/2 "Old" and Tls. 135 "New." Indo-Chinas at Tls. 91 9/16/91 3/4 for October, Tls. 93 3/4 for December and Tls. 95 for March. Farnham Boyds at Tls. 176 1/2/176 1/2 for October, Tls. 180 for December and Tls. 182 for January. Maatschappij at Tls. 307 for October.

Business done direct:—Shanghai and Hongkong Wharves at Tls. 135 "new." Indo-Chinas at Tls. 94 for December. Tls. 95 for February and 97 for March. Farnham Boyds at Tls. 175 1/2/176 for October, Tls. 180 for December, Tls. 182 for January and Tls. 184 for February. Shanghai Lands at Tls. 113 1/2. Maatschappij at Tls. 307 1/2/307 for inst.

FREIGHT.

Scarcity of freight still continues and, as a result, chartering is reduced to the narrowest limit. For the week ended on Saturday, the settlements on record are six in number. Of these two are steamers of the Indo-China S. N. Co. both to take the berth from Japan to this. The first is a vessel of 1,410 tons Nagasaki to Hongkong at \$2.30 per ton, and the second (1,359 tons) Moji to Hongkong at \$2.15 per ton. A Norwegian carrier (624 tons) is booked for Saigon to one port Philippines at 33 cents per picul. Newchwang produce is coming down South and three small foreign vessels of 794, 629, and 903 tons, respectively, have found engagement from that port to Canton at 29, 28 and 28 cents per picul.

Today's Advertisement.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above, on FRIDAY, the 4th November, at 4 P.M. This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 31st October, 1904.

Today's Advertisements.

THEATRE ROYAL, CITY HALL.

WEDNESDAY, November 2nd.

GRAND BOXING CONTEST

BETWEEN

SAM NEWMAN AND "BABY" SMITH.

For the Welterweight Championship of China, 20 ROUNDS. 20 ROUNDS.

Two Preliminary Bouts, ONE 4 ROUNDS. ONE 8 ROUNDS.

Prices—\$5 (Stage seats), \$3, \$2 and \$1.

Tickets may be obtained at all Principal Hotels.

JAS. CHRISTIE,

Promoter.

Hongkong, 31st October, 1904. [1175]

RUSSO-CHINESE BANK.

THE OFFICES of the above have this day been transferred to PRINCES BUILDINGS, Des Voeux Road.

Hongkong, 31st October, 1904. [1172]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 1st proximo, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN,

Agent.

Hongkong, 31st October, 1904. [1]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 3rd November, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

| FROM | STEAMERS | DUE |
|-----------------------|------------|----------------|
| GLASGOW and LIVERPOOL | "DARDANUS" | 1st November. |
| GLASGOW and LIVERPOOL | "DIOMED" | 13th November. |
| GLASGOW and LIVERPOOL | "NINGCHOW" | 20th November. |
| GLASGOW and LIVERPOOL | "KEEMUN" | 28th November. |

S.S. "DARDANUS" left Singapore at daylight on the 27th inst., and is expected here
at daylight on the 1st proximo.

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|------------------------------|--------------|----------------|
| MARSEILLES and LONDON | "ULYSSES" | 5th November. |
| LONDON, AMSTERDAM & ANTWERP | "MACHAON" | 12th November. |
| LONDON, AMSTERDAM & ANTWERP | "JASON" | 22nd November. |
| * GENOA, MARSEILLES & L'POOL | "AGAMEMNON" | 22nd November. |
| AMSTERDAM, LONDON & ANTWERP | "TELEMACHUS" | 6th December. |
| AMSTERDAM, LONDON & ANTWERP | "DIOMED" | 20th December. |
| * GENOA, MARSEILLES & L'POOL | "DARDANUS" | 20th December. |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

| FOR | STEAMER | TO SAIL |
|---|----------|----------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA | "KEEMUN" | 30th November. |

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st October, 1904.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|---------------------|-------------|---------------|
| MANILA | "TAMING" | 1st November. |
| AMOI and SHANGHAI | "OHANGCHOW" | 2nd " |
| NINGPO and SHANGHAI | "WHAMPOA" | 3rd " |
| SWATOW and TIENTSIN | "KANSU" | 4th " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th October, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|--------------|-----------------|------------------------------------|
| RUBI | 2540 | R. W. Almond | MANILA (DIRECT) | SATURDAY, 5th Nov., at 10 A.M. |
| ZAFIRO | 2540 | R. Rodger | " | SATURDAY, 12th Nov., at 10 A.M. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship | Tons | Captain | To Sail at Daylight on |
|-------------|-------|---------|------------------------|
| "ARABIA" | 4,883 | Bahle | November 19th, 1904. |
| "ARAGONIA" | 5,198 | Schuldt | December 13th, " |
| "NICOMEDIA" | 4,370 | Wagner | January 9th, 1905. |
| "NUMANTIA" | 4,370 | Brehmer | January 25th, " |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
"Perseus" at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00.
"Return" "3.00," "5.00."
Tiffin and Dinner may be had on Board
at \$1 each meal.

YUK ON & Co., LD.

S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class.....\$3.00 for Single Journey.
2nd ".....1.50
Meals.....1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. Co., Lp.

No. 216, Wing Lok Street.

WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Daily qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW".....1,309...J. P. MARTIN.
"KWONG TUNG".....1,338...H. W. WALKER.
Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey.....\$4
Meals.....(Each)The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days about 2 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; and Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at
the following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.Tiffin and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$5
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday following
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 19th October, 1904.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARRATOON APCAR."

Captain E. Fey, will be despatched for the
above Ports, on WEDNESDAY, the 2nd
November, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 29th October, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

| 1904. | About |
|------------|----------------|
| "ST. HUGO" | 23th November. |
| "SHIMOSA" | 18th December. |

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 21st October, 1904.

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 1, WYNDHAM STREET.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Co., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the America
our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 2nd September, 1904.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVI,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL."

Captain G. M. Monford, R.N.R., carrying H-
M. S. Mails, will be despatched from this to
BOMBAY, on SATURDAY, the 5th November,
at Noon, taking Passengers and Cargo to
above in connection with the Company's
S.S. Oceana, 6,610 tons, from Colombo, Passen-
gers' accommodation in which vessel is secured
before departure from Hongkong.Silk and Valuables, all Cargo, for Europe
and Tea for London (under arrangement),
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Egypt,
due in London on the 18th December, 1904.Parcels will be received at this Office out-
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent,
Hongkong, 22nd October, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

| Steamers. | Tons. | Captains. | Sailing. |
|---------------|-------|------------------|-------------|
| Texas..... | 8,615 | G. D. Morrison | Ab. Dec. 17 |
| Tremont..... | 9,606 | T. W. Garlick | " Jan. 10 |
| Lynx..... | 4,417 | G. V. Williams | " Feb. 9 |
| Platonic..... | 3,753 | F. G. Furlington | " Mar. 4 |

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tremont..... 9,606 T. W. Garlick, Abt. Jan. 2

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. *Shamuel* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & Co., LIMITED,
General Agents.

Queen's Buildings

Hongkong, 29th October, 1904.

For Sale.

GREEN ISLAND CEMENT COMPANY
LIMITED.

PORTLAND CEMENT,

In Casks of 375 lbs. net \$5.00 per Cask
ex Factory.In Bags of 250 lbs. net \$8.20 per Bag
ex Factory.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd September, 1904.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPSOF ALL DESCRIPTIONS,
from the best makers.INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE and GAS
LAMPS
at the most moderate
prices.Lamps fixed up for
Buyers free of charge.Napkins of the best
kind kept in stock.

TAI KWONG CO.,

54, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON."

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Perita*.Optional Cargo will be landed here unless
instructions are given to the contrary before
2 P.M., TO-DAY.Goods not cleared by the 3rd proximo, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 28th October, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA."

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M., TO-DAY.Goods not cleared by the 1st proximo, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 26th October, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAICOTTA."

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remain-
ing on board after 12 o'clock Noon, the 28th inst.,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 27th October, 1904.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD,"

of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
TO-MORROW MORNING.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 1st of November, will be
subject to rent.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 1st November,
at 9.30 A.M.All Claims must reach us before the 7th
November, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 25th October, 1904.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.SIEMSEN & Co.,
Hongkong,

HONGKONG AVERAGE MARKET PRICES.

Corrected 21st October, 1904, per 5 lbs.

BUTCHER MEAT.

| | Cents. |
|---|--------|
| Beef sirloin & prime cut—Mei Lung Pa B. | 17 |
| " Corned—Ham Ngau Yuk | 17 |
| " Roast—Shiu | 17 |
| " Breast—Ngau Lam | 13 |
| " Soup, Tong Yuk | 14 |
| " Steak—Ngau Yuk Pa | 18 |
| " Jerfain—Ngau Lau | 26 |
| " Sausages—Ngau Yuk Ching | 26 |
| Bullcock's Brains—Know | 9 |
| " Tongue fresh—Ngau Li | 45 |
| " Corned—Ham Ngau Li | 35 |
| " Head—Ngau Tau | 9 |
| " Heart—Ngau Sum | 9 |
| " Hump, Salt—Ngau Kin | 14 |
| " Feet—Ngau Kerk | 8 |
| " Kidneys—Ngau Yiu | 8 |
| " Tail—Ngau Mei | 16 |
| " Liver—Ngau Con | 9 |
| " Tripe (undressed)—Ngau To | 9 |
| Calves' Head and Feet—Ngau Chai | 75 |
| Head-cook | 24 |
| Mutton Chop—Yeung Pui Kwat | 24 |
| " Leg—Yeung Pui | 22 |
| " Shoulder—Yeung Shau | 22 |
| Pigs' Chillings—Chi Cheong | 16 |
| " Brains—Chi Kwau | 12 |
| " Feet—Chi Kerk | 12 |
| " Fry—Chi Chak | 12 |
| " Head—Chi Tau | 15 |
| " Heart—Chi Sum | 8 |
| " Kidneys—Chi Yiu | 8 |
| " Liver—Chi Con | 24 |
| Pork Chop—Chi Pui Kwat | 20 |
| " Corned—Ham Chu Yuk | 20 |
| " Leg—Chu Pui | 24 |
| " Fat or Lard—Chu Yau | 17 |
| Sheeps' Head and Feet—Yeung Tau | 50 |
| " Head-cook | 50 |
| " Heart—Yeung Sum | 6 |
| " Kidneys—Yeung Yiu | 6 |
| " Liver—Yeung Con | 22 |
| Sucking Pigs, To Order—Chu Chai | 16 |
| Suet, Beef—Sing Ngau Yau | 17 |
| " Mutton—Sang Yeung Yau | 22 |
| " Veal—Ngau Chai Yuk | 18 |
| " Sausages—Ngau Chai Yuk Tong | 15 |

POULTRY.

| | |
|------------------------------------|------|
| Chicken—Kai Chai | 28 |
| Capons, Large, Small—Sin Kai | 30 |
| Ducks—Ap | 30 |
| Doves—Pan Kau | 15 |
| Eggs, Hen—Kai Tan | 20 |
| Fowls, Canton—Kai | 20 |
| " Hainan—Hoi Nam Kai | 28 |
| Geese—Ngi | 24 |
| Geese, Wild Shanghai—Sheung Hoi Ye | 24 |
| Ngo | 24 |
| Musk Deer—Wong Keng | each |
| Hare—Tu Chai | each |
| Partridge—Che Khoo | 70 |
| Pheasant—Shan Kai | each |
| Pigeons, Canton—Pak Kup | each |
| " Hoihow—Hoihow Pak Kup | 25 |
| Quail—Um Chun | 20 |
| Rice Birds—Wo Fa Cheuk | 20 |
| Snipe—Sa Chui | each |
| Turkeys, Cock—Fo Kai Kung | 60 |
| " Hen—Na | 45 |
| Wild Ducks, Shanghai, Sui-ap | each |
| Teal, Shanghai, Sui Ap Chai | each |
| Wild Ducks Canton—Sang Shing Sui | each |
| Ap | each |

FISH.

| | |
|-------------------------------------|------|
| Barbel—Ka Yu | 14 |
| Bream—Bin Yu | 13 |
| Canton Fresh Water Fish—Hoi Sin Yu | 14 |
| Carp—Li Yu | 13 |
| Catfish—Chik Yu | 10 |
| Codfish—Mun Yu | 12 |
| Crabs—Hoi | 9 |
| Cuttle Fish—Mok Yu | 12 |
| Dab—Sa Mang Yu | 14 |
| Dace—Wong Mei Lun | 10 |
| Dog Fish—Ti To Sa | 8 |
| Eel, Congor—Hoi Man Yu | 13 |
| " Fresh water—Tam Sin Yu | 13 |
| " Yellow—Wong Siu | 24 |
| Frogs—Tien Kai | 35 |
| Garoupa—Sek Pan | 32 |
| Gudgeon—Pak Kup Yu | 11 |
| Herrings—Tao Pak | 16 |
| Halibut—Cheung Kwan Yu | 16 |
| Labrus—Wong Fa Yu | 14 |
| Loach—Wu Yu | 9 |
| Lobster—Lung Ha | 24 |
| Mackerel—Chi Yu | 18 |
| Monk Fish—Mon Yu | 24 |
| Mullet—Chai Yu | 10 |
| Oysters—Sang Hoo | 14 |
| Parrotfish—Kai Kung Yu | 14 |
| Perch—Tau Loo | 13 |
| Pike—Pa Pa Poong | 9 |
| Plaice—Pan Yu | 14 |
| Pomfret, Black—Hak Chong | 22 |
| Pomfret, White—Hak Chong | 22 |
| Prawns—Kung Ha | 48 |
| Ray—Pa Pa Sa | 48 |
| Rock Fish—Sek Kau Kung | 14 |
| Roach—Chun Yu | 10 |
| Balmon, (Cton), fresh water—Ma Yau | 28 |
| Shark—Sa Yu | 8 |
| Skate—Po Yu | 9 |
| Shrimps—Ha | 24 |
| Snapper—Lap Yu | 24 |
| Soles—Tui Sa Yu | 20 |
| Tench—Wau Yu | 14 |
| Turbot—Choi Hoi Yu | 18 |
| Turtles, small, fresh water—Keok Yu | 70 |
| White Bait—Ngau Yu Chai | each |

FRUITS.

| | |
|-----------------------------------|------|
| Almond—Hung Yan | 20 |
| Apples, (California)—Kam San Ping | 20 |
| " (Choo)—Tui Choo Ping | 20 |
| " (Koo)—Tui Choo Ping | 20 |
| " Small—Hoi Tong | 20 |
| " Outside—Fan Lai Chi | each |

| | |
|--------------------------------------|-------|
| Banana, Fragrant, Canton—Sang Sheng | 3 |
| Heung Chiu | 3 |
| (brides), Macao—Jan Heung Chiu | 3 |
| Chestnuts, Chinese—Fong Lut | 15 |
| Carambola—Yeung Tou | 12 |
| Cocoanuts—Yeh Tai | 8 |
| Grapes—Sin Tai | 10 |
| Lemons, China—Ning Moong | 20 |
| " Amer.—Kum San Ning Moong | 6 |
| Lichies, Dried—Lat Chi Con | 16 |
| " Fresh, Lai Chi | 16 |
| Limes, (Sai Gon)—Sai Kung Ning | 8 |
| Moong | 8 |
| Mango, Manila—Lui Sung Moong | 20 |
| Mango, Saigon—Sai Kung Moong | 20 |
| Mangosteens, San Chuk Tai | 20 |
| Oranges, (Canton)—Sang Sheng Tim | 5 |
| Chang | 5 |
| " Small—Tai Kut | catty |
| " Mandarin—Tim Kut | 6 |
| Olives—Pak Lam | 6 |
| Pears, (American)—Kam San Shut Li | 20 |
| " (Canton), Cooking—Sa Li | 20 |
| " (Shanghai)—Sheung Hoi Li | 20 |
| Peanuts, Fa Sang | 10 |
| Persimmons Large—Hung Chie | 7 |
| Pine-apples, 1st quality—Sheung Poon | 24 |
| " 2nd quality—Chung Tang | 24 |
| Platams—Tai Chen | 2 |
| Plums, Swatow—Hung Lai | 16 |
| Pomelo, Siam—Chim Lo Yau | 16 |
| Walnuts, Hop Tou | 15 |
| Green—Sang Hop Tou | 15 |

VEGETABLES, &c.

| | |
|---|-------|
| Artichokes, Shanghai—Sheung Hoi Ah | 6 |
| Chi Chai | 6 |
| Beans, (French) Macao—Oh Moon Pin | 10 |
| Tau | 10 |
| Beans, (French), Shanghai—Sheung Hoi | 6 |
| Pin Tai | 6 |
| Beans, Sprout—Ah Choi | 10 |
| Beans Long—Tau Kok | 10 |
| Beet Root—Hung Choi Tau | each |
| Brinjals, Green—Cheng Yuen Kerk | 2 |
| Brinjals, Red—Hung Kerk | 4 |
| Brassica—Pak Choi | 8 |
| Bamboo Shoot—Chook Shun | 8 |
| Cabbage, Chinese, con.—Kai Chov | 2 |
| Cabbage Root—Kai Lan Tau | each |
| Cabbage, (Shanghai)—Yeh Choi | 12 |
| Cane Shoot, bunch—Kau Shun | 2 |
| Cauliflower, Large size—Tai Yeh Choi | 6 |
| Fa | 6 |
| Cauliflower, Medium size—Cheung Yeh | each |
| Choi-fa | each |
| Cauliflower, Small size—Sai Yeh Choi-fa | 6 |
| Carrots—Kam Shun | 6 |
| Celery, Chinese, Tong Kan Choy | 10 |
| Celery, English—Yeung Kan Chai | 10 |
| Celery, White—Pak Yeung Kan Chui | 10 |
| Chilies Dried—Con Lat Chio | 20 |
| " Red—Hung Fa | 6 |
| " Green—Cheng Lat Chiu | 6 |
| Curry Stuff, English—Ka Lee Choi Liu | 6 |
| Cucumbers—Cheng Kwa | 6 |
| Bitter Squash—Fu Kwa | 6 |
| Garlic—Suen Tau | 6 |
| Ginger, young—Sun Tsu Keung | 5 |
| " old—Lo Keung | 20 |
| Horse Radish, Shanghai—Lik Kaa | 4 |
| Indian Corn—Suk Mai | each |
| Lettuce—Yeung Sang Choi | each |
| Water Chestnuts—Ma Tai | 9 |
| " Mandarin—Kwei Lum Ma Tai | 9 |
| Mushrooms Fresh—Sang Cho Kho | 8 |
| Onions, Bombay—Yeung Chung Tau | 4 |
| " Green—Sang Chung | 4 |
| " Shai—Sheung Hoi Chung Tau | 4 |
| " Japan—Yat Poon | 6 |
| Okra—Mo Kerk | 10 |
| Parley, English—Yeung Un Sai | 10 |
| Gradus Pea | 10 |
| Green Peas—Cheng Tau | 10 |
| Potatoes, Sweet—Fan Shu | 2 |
| " Shanghai—Sheung Hoi Shu | 2 |
| Tai | 2 |
| " Japan—Yat Poon Shu Tsai | 2 |
| " American—Fa Ki | 2 |
| " Foochow—Pak Chau Shu Tsai | 2 |
| " Macao—Oh Moon | 2 |
| Pumpkin—Toong Kwa | 2 |
| Radish—Hung Lo Pak Tsai | dosen |
| Rhubarb | 10 |
| Shallots—Con Chung Tau | 10 |
| Spinage (Chinese)—Faw Choi | 10 |
| Spinage—Yin Choi | 10 |
| Tomatoes—Fan Kerk | 7 |
| Taro—Wu Tai | 2 |
| Turmeric, Pua-ti (Long)—Low Pak | 2 |
| Vegetable Marrow—Chit Kwa | 10 |
| Water Cresses—Sai Yeung Choi | 10 |
| " Calrops—Lan Kok | 4 |
| " Lily Roots—Lin Ngau | 4 |
| Yams—Tai Shu | 3 |

N. A. JOHANNSEN.

Acting Intendant of Markets.

Shipping.

| | |
|---|----|
| Gaelic, Br. s.s., 2,691, W. Finch, R.M.S., 29th Oct., San Francisco 1st Oct., Honolulu 24th, Yokohama 21st, Kobe 22nd, Nagasaki 24th, and Shanghai 27th, Mails and Gen. | 10 |
| Loongmoon, Ger. s.s., 1,245, F. Kalkofen, 29th Oct., Ningpo 26th, Gen.—S. & Co. | 10 |
| Providence, Nor. s.s., 603, C. Cornelissen, 29th Oct., Amoy and Swatow 28th Oct., Gen.—O. S. K. | 10 |
| James Brand, Br. s.s., 2,200, Torrance, 29th Oct., Palembang 17th Oct., Bulk Oil, Meyer & Co. | 10 |
| Tyr, Nor. s.s., 1,418, D. L. Danlelsen, 30th Oct., Hongkong 27th Oct., Coal—S. W. & Co. | 10 |
| Auchenarden, Br. s.s., 3,250, R. Bryce, 30th Oct., Kuchino 24th Oct., Coal—M. B. K. | 10 |
| Marcor, Br. s.s., 3,000, G. S. McGregor, 30th Oct., Wei-hai-wei 23rd Oct., Ballast—Naval Stores Office. | 10 |
| Hong Bee, Br. s.s., 2,095, H. Peters, 30th Oct., Penang via Singapore 24th Oct., Gen.—China. | 10 |
| Agincourt, Br. s.s., 2,876, Worsnop, 3rd Oct., Hainan 1st Oct., Ballast—Order. | 10 |
| Arratoon Apar, Br. s.s., 2,031, E. Fey, 26th Oct., Calcutta 9th Oct., Penang and Singapore 21st, Gen.—D. S. & Co., Ltd. | 10 |
| Bawtry, Br. s.s., 1,542, Shotton, 22nd Oct., Labuan (Borneo) 15th Oct., Coals—Order. | 10 |
| Belgian King, Br. s.s., 1,553, Haydon, 22nd Oct., Kuchino 16th Oct., Coals—D. & Co., Ltd. | 10 |
| Binh Thuan, Fr. s.s., 983, Ribault, 15th Oct., Samarang 20th Sept., Sugar—B. & Co. | 10 |
| Chunshan, Br. s.s., 1,121, B. S. Lawlor, 29th Oct., Saigon 24th Oct., Mail—B. & Co. | 10 |
| Empress of India, Br. s.s., 3,034, R. Archibald, 20th Oct., Vancouver (B.C.) 3rd Oct., and Shanghai 23rd, Mails and Gen. C. P. R. Co. | 10 |
| Hinang, Br. s.s., 5,556, W. E. Sawyer, 24th Oct., Sourabaya 13th Oct., Sugar—J. M. & Co. | 10 |
| Kochsichang, Ger. s.s., 1,202, C. Gosewisch, 26th Oct., Bangkok 18th Oct., Rice and Wood—B. & S. | 10 |
| M. S. Dollar, Br. s.s., 2,674, A. Gow, 26th Oct., Kuchino 21st Oct., Gen.—A. K. & Co. | 10 |
| Onsang, Br. s.s., 1,787, J. T. Davies, 23rd Oct., Moji 17th Oct., Coal—J. M. & Co. | 10 |
| Petrarch, Ger. s.s., 1,252, C. Ahrens, 26th Oct., Saigon 21st Oct., Rice—Chinese. | 10 |
| Pittsaulok, Ger. s.s., 1,268, C. Fuchs, 29th Oct., Bangkok 21st Oct., Gen.—B. & S. | 10 |
| Pollux, Nor. s.s., 779, C. Srensen, 27th Oct., Shanghai 22nd Oct., Ballast—Order. | 10 |
| Rajaburi, Ger. s.s., 1,189, D. Reimers, 28th Oct., Bangkok 21st Oct., Rice—B. & S. | 10 |
| Sofia, Br. s.s., 2,250, Shepherd, 22nd Oct., Moji 16th Oct., Ballast—J. M. & Co. | 10 |
| Taishan, Br. s.s., 1,121, A. Jones, 27th Oct., Saigon 22nd Oct., Rice and Meal—B. & Co. | 10 |
| Taming, Br. s.s., 1,310, Pennefather, 28th Oct., Manila 25th Oct., Gen.—B. & S. | 10 |
| Tatar, Br. s.s., 2,768, F. W. Evans, 18th Oct., Vancouver 19th Sept., Gen.—C. P. R. Co. | 10 |

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| Lisa, Swed. s.s., 998, H. Hornadahl, 30th Oct., Moji 24th Oct., Coal—M. B. K. | 10 |
| Vermont, Br. s.s., 2,725, W. C. Haynes, R.M.S., 30th Oct., Moji 25th Oct., Coal—B. & Co. | 10 |
| Shelkh, Br. s.s., 2,828, C. Jones, 3th Oct., Kuchino 25th Oct., Coal—D. & Co., Ltd. | 10 |
| Loongang, Br. s.s., 1,093, G. S. Weigall, 31st Oct., Manila 28th Oct., Gen.—J. M. & Co. | 10 |
| Gregory Apar, Br. s.s., 2,061, J. G. Olifant, 31st Oct., Calcutta via Penang and Singapore 26th Oct., Gen.—D. S. & Co., Ltd. | 10 |

Clearances at the Harbour Office.

Attaka, for Canton.

Shun Lee, for West River.

Chukong, for West River.

Kwongtung, for Canton.

Yangtze, for Nagasaki.

Signal, for Swatow.

James Brand, for Chinkiang.

Loongmoon, for Canton.

Hongkong, for Hoihow.

Tyr, for Canton.

Yangtze, for Canton.

Whampoa, for Canton.

Linton, for West River.

Departures.

Oct. 30.

Ceylon, for Shanghai, &c.

Esang, for Wei-hai-wei.

Cyrus, for Yokohama.

Lady Mitchell, for Shanghai.

Oct. 31.

Loongmoon, for Canton.

Choyang, for Shanghai.

Yangtze, for Tacoma.

Tungshing, for Saigon.

Hongkong, for Hoihow.

Banta, for Shanghai.

Passengers arrived.

Per Hongkong, from Singapore—1,331 Chinese.

Per Loongmoon, from Ningpo—Mr. Lambert, Mrs. Lambert, Miss Shaw, and 39 Chinese.

Per Loongang, from Manila—Sisters Matilda Lopez, Maria Caris, Messrs. A. Habey, S. Mikaka, C. Roebelen, and 74 Chinese.

Per Galle, from San Francisco, &c.—Miss Mary Banks, Messrs. J. M. Cook, A. Fuster, A. J. Gibson, Rev. J. Lake, Miss Julia Meadows, Mr. and Mrs. M. F. Miller, Mr. and Mrs. W. Riebol, Miss M. H. South, Mrs. J. B. Wilkinson, Miss S. S. Wilkinson, Mr. G. L. H. Manby, Miss Reynolds, Capt. W. C. Pastore, Capt. J. D. V. Hunt, Lieut. Col. W. J. Older, Messrs. Chas. Baurein, Mr. G. T. Curry, Rev. and Mrs. R. H. Graves, Mr. G. T. Herr, Miss E. F. North, Mr. and Mrs. L. J. Smith and a children, Rev. and Mrs. Tipton and 2 children, Col. and Mrs. F. N. Robinson, U.S.A., Miss Angel, Messrs. G. F. de Pledge, Asiatic, and Miss J. F. Dwyer.

Per Gregory Apar, from Calcutta, &c.—Mrs. B. S. Raymond, Misses Raymond, Mr. and Mrs. N. J. Pogore, Mr. N. Pogore, E. Raymond, Mrs. S. H. Bolton and child, Mrs. Reuben, Mr. W. Cooper, 741 Chinese, and 3 lapa.

Passengers departed.

Per Korea, for San Francisco, &c.—Mr. and Mrs. T. J. Whelan, Capt. Leband, U.S.A., Lieut. Col. P. St. C. Murphy, U.S.A., Mr. and Mrs. E. E. Sticken, Messrs. Vincente Albert, S. V. Ford, J. M. Lean, W. A. Fandall and family, Dr. and Mrs. P. C. Freer, Mr. J. C. Tarbau, Capt. Langhorne, Mrs. F. R. Felt, Mr. J. E. Parker, Dr. P. B. Roletier, Dr. H. M. Tolle, Messrs. A. Marshall, L. M. Allen, Mr. and Mrs. A. B. Stewart, and Miss Stewart.

Per China and Japan Ports—Messrs. B. Agard, Sugimoto, Kawakami, Capt. and Mrs. Cabell and child, Dr. F. H. Campbell, Dr. King, Mr. W. T. Pudders, Mr. and Mrs. H. Schenberger, Lieut. Fiske, U.S.A., Lieut. Leads, U.S.A., Miss Arnold, Mrs. Newell, Mrs. W. A. Lamont, E. H. d'Almeida, Mr. and Mrs. J. Leila, Messrs. W. R. Dorsey, C. Paul Chater, H. P. White, C. J. Farrow and G. H. Potts.

Shipping Report.

Str. Sheik from Kuchino—Strong N.E. monsoon.

Str. Mercedes from Weihaiwei—Fresh N.E. winds, and cloudy throughout.

Str. Vermont from Moji—Encountered hard monsoon last 2 days of passage.

Str. Hong Bee from Penang—Strong E.N.E. wind, the last 3 days with a heavy sea, squally and rain.

Str. Loongang from Manila—Experienced light S.W. winds and smooth water till half way across, thence a moderate E.N.E. gale, with heavy rain squalls, and high seas till arrival.

Vessels in Port.

STEAMERS.

Porter, H. H. White, C. J. Farrow and C. Potts.

Shipping Report.

Sir. Sheikh from Kutchinotsu.—Strong N. monsoon.

Sir. Mercedes from Weihaiwei.—Fresh N. winds, and cloudy throughout.

Sir. Vermont from Moji.—Encountered by monsoon last 2 days of passage.

Sir. Hong Bae from Penang.—Strong E.N. wind, the last 3 days with a heavy sea, squalls and rain.

Sir. Loongsang from Manila.—Experienced light S.W. winds and smooth water till half way across, thence a moderate E.N.E. gale, with heavy rain squalls, and high seas till arrival.

Vessels in Port.

STEAMERS.

Agincourt, Br. s.s., 3,876, Worsnop, 3rd Oct.
Hainan 1st Oct., Ballast.—Order.
Arratoon Apar, Br. s.s., 2,931, E. Fey, 2nd Oct.,—Calcutta 9th Oct., Penang 4th Singapore 21st, Gen.—D. S. & Co., Ltd.
Bawtry, Br. s.s., 1,542, Shotton, 22nd Oct.
Labuan (Borneo) 15th Oct., Coals.—Ord.
Belgian King, Br. s.s., 2,153, Hayton, 22nd Oct.,—Kutchinotsu 16th Oct., Coals.—& Co., Ltd.
Blith-Thuan, Fr. s.s., 983, Ribault, 15th Oct.
Samarang 29th Sept., Sugar.—B. & Co.
Chwenshan, Br. s.s., 1,121, B. S. Lawlor, 2nd Oct.,—Saigon 24th Oct., Meal.—B. & Co.
Empress of India, Br. s.s., 3,032, R. Archibald, R.M.R., 26th Oct.,—Vancouver, (B.C.)—Oct. and Shanghai 23rd, Mails and Goods.—C. P. R. Co.
Hissang, Br. s.s., 4,536, W. E. Sawyer, 2nd Oct.,—Sourabaya 15th Oct., Sugar.—J. & Co.
Kobeichang, Ger. s.s., 1,202, C. Gosewicz, 26th Oct.,—Bangkok 18th Oct., Rice.—Wood, B. & S.
M. S. Dollar, Br. s.s., 2,674, A. Gow, 26th Oct.,—Kutchinotsu 21st Oct., Gen.—A. K. Co.
Onsang, Br. s.s., 1,787, J. T. Davies, 23rd Oct.—Moji 17th Oct., Coal.—J. M. & Co.
Petrarch, Ger. s.s., 2,252, C. Ahrens, 2nd Oct.,—Saigon 21st Oct., Rice.—Chinese.
Pitsanulok, Ger. s.s., 1,268, C. Fuchs, 29th Oct.—Bangkok 21st Oct., Gen.—B. & S.
Pollux, Nor. s.s., 779, C. Srendsen, 27th Oct.—Shanghai 22nd Oct., Ballast.—Order.
Rajaburi, Ger. s.s., 1,189, D. Reimers, 2nd Oct.,—Bangkok 21st Oct., Rice.—B. & S.
Sofala, Br. s.s., 2,260, Shepherd, 22nd Oct.—Moji 16th Oct., Ballast.—J. M. & Co.
Taishan, Br. s.s., 1,121, A. Jones, 27th Oct.—Saigon 22nd Oct., Rice and Meal.—E. & Co.
Taming, Br. s.s., 1,350, Pennefather, 28th Oct.—Manila 25th Oct., Gen.—B. & S.
Tartar, Br. s.s., 2,768, F. W. Evans, 18th Oct.—Vancouver 19th Sept., Gen.—C. P. Co.

SAILING VESSELS.

E. B. Sutton, Am. ship, 1,639, Johnson, 1st July.—Chefoo 20th June, Ballast.—Order.
Evis T. Ray, Am. bq., 918, Kasten, 6th Aug.—Manila 20th June, Timber.—Order.

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

| | | |
|--------------------|----------------|-------------------|
| Mousseux Blue Seal | Moët & Chandon | \$38 per doz. qt. |
| White Star | | 42 " " " |
| Brut Impérial | | 50 " " " |

—;—

ALSO TRY OUR BLACK and WHITE WHISKY.



—PRICES—

BUCHANAN BLEND \$12.50 per Case. BLACK and WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE
HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commands itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

—PRICE—

| | |
|----------------|--------|
| The Litre | \$5.00 |
| The Half-Litre | 2.50 |

CHAZALON & CO.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon. Later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | POSITION AS PER LAST REPORT. | AT WORKING ACCOUNT. | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATION. | CLOSING QUOTATIONS. |
|---|-------------------|-----------|-----------|---|------------------------|--|---|---|
| BANKS. | | | | | | | | |
| Hongkong & Shanghai Banking Corporation ... | 80,000 | \$125 | \$125 | { 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 } | \$1,492,534 | Div. of £1.10/- @ exchange 1/9 13/16 \$16.41 for first half-year 1904..... | 6 % | \$695 buyers { London 69 1/2 \$39 } |
| MARINE INSURANCES. | | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | { \$1,400,000 81,739 } | \$150,494 | \$17 for 1903 | 6 1/2 % | \$355 sellers |
| China Traders' Insurance Company, Limited | 24,000 | \$83.33 | \$25 | { \$900,000 \$151,992 \$331,342 \$322,134 } | Nil. | \$4 for year ended 30.4.1903 | 6 1/2 % | \$61 |
| North China Insurance Company, Limited | 10,000 | £15 | £5 | { Tls. 800,000 Tls. 31,850 \$1,850,000 20,000 \$372,749 \$893,111 \$846,773 } | Tls. 217,119 | Final of 4/- making 14/- for 1903 | 7 % | Tls. 80 buyers |
| Union Insurance Society of Canton, Limited | 10,000 | \$250 | \$100 | { \$2,000,000 \$372,749 \$893,111 \$846,773 } | \$2,078,997 | \$35 for 1903 | 5 1/2 % | \$630 buyers |
| Yangtze Insurance Association, Limited | 8,000 | \$100 | \$60 | { \$185,000 \$80,915 \$700,000 \$37,794 } | \$486,284 | \$12 for 1902 | 8 1/2 % | \$150 |
| FIRE INSURANCES. | | | | | | | | |
| China Fire Insurance Company, Limited | 20,000 | \$100 | \$20 | { \$1,000,000 \$125,675 \$2,561 } | \$329,047 | \$6 dividend & \$1 bonus for 1902 | 8 % | \$90 buyers |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | { \$1,000,000 \$1,170,288 } | \$371,110 | \$22 1/2 for 1902 | 6 1/2 % | \$335 buyers |
| SHIPPING, TUG AND CARGO BOATS. | | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$25 | \$25 | { none \$185,000 \$80,915 } | Dr. \$63,123 | \$5 for 1900 | 5 1/2 % | \$25 sellers |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | { none \$250,000 \$600,000 \$157,555 } | Nil. | \$3 for year ended 30.6.1903 | 6 1/2 % | \$36 |
| Hongkong, Canton & Macao Steamboat Co. Ltd. ... | 80,000 | \$15 | \$15 | { \$205,000 \$100,000 } | \$16,362 | \$1 1/2 for first half-year 1904 | 10 1/2 % | \$30 |
| Indo-China Steam Navigation Company, Limited ... | 60,000 | £10 | £10 | { \$205,000 \$100,000 } | £5,853 | 10/- for 1903 @ 1/10 5/16 = \$5.378..... | 4 1/2 % | \$131 |
| Shanghai Tug and Lighter Company, Limited | 200,000 | Tls. 50 | Tls. 50 | { none } | Tls. 55,541 | Interim of Tls. 2 for 1904 | 8 1/2 % | Tls. 48 1/2 buyers Tls. 47 1/2 buyers |
| Do. (Preference) | 100,000 | Tls. 50 | Tls. 50 | { none } | Tls. 55,541 | Interim of Tls. 2 for 1904 | 8 1/2 % | Tls. 48 1/2 buyers Tls. 47 1/2 buyers |
| "Shell" Transport and Trading Company, Limited .. | 2,000,000 | £1 | £1 | { £400,000 \$60,000 \$15,093 } | £19,555 | Interim of 1/- (Coupon No. 4) for 1903 ... { \$1.80 & b. 40 cts. \$1.80 & b. 20 cts. } | 6 % 5 1/2 % 3 1/2 % | 23 1/2 buyers \$40 \$30 |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$5 | { \$400,000 \$21,075 \$18,000 \$130,153 } | \$1,387 | \$5 for 2nd 1-year making \$13 for 1903..... | 8 1/2 % | \$150 sellers |
| Straits Steamship Company, Limited | 5,000 | \$100 | \$100 | { \$21,075 \$18,000 \$130,153 } | \$33,648 | \$5 for 2nd 1-year making \$13 for 1903..... | 8 1/2 % | \$150 sellers |
| Taku Tug and Lighter Company, Limited | 30,000 | T.Tls. 50 | T.Tls. 50 | { Tls. 98,000 Tls. 201,614 } | Tls. 865 | Interim of Tls. 1 1/2 for 1904 | 10 % | Tls. 30 |
| REFINERIES. | | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | { none } | Dr. \$147,717 | Interim of \$5 for 1904 | ... | \$235 buyers \$6 |
| Luzon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | { none } | Dr. \$73,905 | \$3 for 1897 | ... | Tls. 60 sales |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | { Tls. 100,000 } | Tls. 1,450 | Tls. 2 1/2 for year ending 30.9.03 | 4 1/2 % | Tls. 60 sales |
| MINING. | | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | £1 | £1 | { £40,000 } | £7,820 | No. 3 of 1/6 | ... | Tls. 7 sellers |
| Raub Australian Gold Mining Company, Limited { | 150,000 | £1 | £1 | { £40,000 } | £7,820 | No. 12 of 1/- = 48 cents..... | ... | \$64 sellers |
| Do. (Preference) | 50,000 | £1 | £1 | { £40,000 } | £7,820 | No. 12 of 1/- = 48 cents..... | ... | \$64 sellers |
| Société Française des Charbonnages du Tonkin | 15,000 | Fcs. 250 | Fcs. 250 | { Fcs. 251,337 Fcs. 130,652 } | Fcs. 85,706 | Final of Fcs. 25 making Fcs. 55 for 1903..... | ... | \$490 |
| DOCKS, WHARVES & GODOWNS. | | | | | | | | |
| Hongkong & Kowloon Wharf and Godown, Co., Ltd. | 30,000 | \$50 | \$50 | { \$50,000 \$50,000 } | \$28,015 | Interim of \$2 1/2 for 1904 | 4 1/2 % | \$115 buyers |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | { \$25,500 } | \$505,471 | \$6 dividend and \$2 bonus for first half- year 1904 | 7 % | \$222 buyers |
| Howarth Erskine, Limited | 12,000 | \$100 | \$100 | { \$14,000 } | \$29,926 | \$10 div. & \$2 1/2 bonus for 1902/3 | 6 1/2 % | \$210 buyers |
| New Amoy Dock Company, Limited | 6,000 | \$64 | \$64 | { \$55,500 } | \$489 | \$1 1/2 for 1903 | 4 1/2 % | \$274 sellers |
| Riley Hargreaves & Co., Limited | 6,000 | \$100 | \$100 | { \$150,000 } | \$40,936 | \$10 div. and \$2 1/2 bonus for 1903 | 6 1/2 % | \$120 |
| Do. (Preference) | 3,750 | \$100 | \$100 | { \$150,000 } | \$40,936 | \$7 dividend | 6 1/2 % | \$120 |
| S. C. Farham, Boyd & Co., Limited | 55,200 | Tls. 100 | Tls. 100 | { Tls. 900,000 Tls. 487,210 } | Tls. 48,153 | Tls. 7 final—Tls. 12 for year end. 30.4.04..... | 7 1/2 % | Tls. 177 sales |
| Shanghai and Hongkong Wharf Company | 12,000 | Tls. 100 | Tls. 100 | { Tls. 50,913 } | Tls. 24,895 | Interim of Tls. 4 for 1904 | 8 1/2 % | Tls. 177 buyers |
| Tanjong Pagar Dock Company, Limited | 37,000 | \$100 | \$100 | { Tls. 50,913 } | \$43,732 | First year | 4 1/2 % | Tls. 135 buyers |
| Yangtze Wharf and Godown Company, Limited | 2,500 | Tls. 100 | Tls. 100 | { Tls. 6,000 } | Tls. 1,760 | \$6 for 2nd half year 1903 | 9 1/2 % | \$240 sales |
| LANDS, HOTELS & BUILDING. | | | | | | | | |
| Astor House Hotel Company, Limited (Shanghai) .. | 30,000 | \$25 | \$25 | { none } | \$9,989 | \$2 1/2 for year ended 30.6.1904 | 8 1/2 % | \$29 sales |
| Astor House Hotel, Limited (Tientsin) | 2,000 | T.Tls. 50 | T.Tls. 50 | { Tls. 41,000 } | Tls. 655 | Final of Tls. 4 making Tls. 9 for 1903 ... | 6 % | Tls. 150 |
| China Land and Finance Company, Limited | 6,000 | Tls. 50 | Tls. 50 | { Tls. 41,000 } | Tls. 655 | Interim of Tls. 2 | ... | Tls. 55 |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | \$50 | { \$100,000 \$11,824 \$20,000 } | \$11,668 | \$5 for first half-year 1904 | 7 1/2 % | \$137 buyers |
| Hongkong Land Investment and Agency Co., Ltd. ... | 50,000 | \$100 | \$100 | { \$500,000 \$50,000 } | \$51,066 | Interim of \$6 for 1904 | 8 % | \$148 sellers |
| Hotel des Colonies Company, Limited (Shanghai) .. | 9,000 | Tls. 25 | Tls. 25 | { Tls. 13,986 } | Tls. 680 | Tls. 0.87 1/2 for the year ending 31.3.1904 ... | 4 1/2 % | Tls. 21 sales |
| Humphreys Estate & Finance Company, Limited | 150,000 | \$10 | \$10 | { \$200,607 \$50,000 } | \$9,177 | 90 cents for 1903 | 7 % | \$124 buyers |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$50 | { \$50,000 } | \$636 | \$2.50 for 1903 | 6 1/2 % | \$39 sellers |
| Shanghai Land Investment Company, Limited | 52,000 | Tls. 50 | Tls. 50 | { Tls. 800,000 Tls. 159,000 Tls. 171,444 } | Tls. 37,634 | Interim of Tls. 3 for 1904 | 7 1/2 % | Tls. 115 buyers |
| Tientsin Hotel des Colonies, Limited | 1,400 | Tls. 50 | Tls. 50 | { none } | Dr. Tls. 2,132 | Interim of Tls. 3 1/2 | ... | Tls. 24 buyers |
| Tientsin Land Investment Company, Limited | 7,726 | Tls. 100 | Tls. 100 | { Tls. 54,626 } | Tls. 325 | Interim of Tls. 3 for 1904 | 7 % | Tls. 125 sales |
| Wei-hai-wei Land and Building Company, Limited .. | 3,764 | Tls. 25 | Tls. 25 | { none } | Tls. 5,150 | None | ... | Tls. 22 buyers |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | { none } | \$1,362 | Interim of \$1 1/2 for 1904 | 5 % | \$59 buyers |
| COTTON MILLS. | | | | | | | | |
| Ewo Cotton Spinning and Weaving Company, Ltd. | 15,000 | Tls. 50 | Tls. 50 | { none } | Tls. 11,655 | Tls. 4 for year ended 31.10.1903 | 14 % | Tls. 28 sellers |
| Hongkong Cotton Spinning, Weaving and Dyeing | 125,000 | \$10 | \$10 | { none } | \$22,862 | 50 cents for the year ending 31.7.04 | 4 1/2 % | \$104 buyers |
| Company, Limited | 125,000 | \$10 | \$10 | { none } | \$22,862 | 50 cents for the year ending 31.7.04 | 4 1/2 % | \$104 buyers |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | { Tls. 30,008 } | Tls. 88,034 | Interim of 3 1/2 a/c 1898 | ... | Tls. 20 |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | { none } | Tls. 15,500 | Interim of 4 1/2 a/c 1898 on 6,000 shares ... | ... | Tls. 241 sellers |
| Soy Chee Cotton Spinning Company, Limited | 2,000 | Tls. 500 | Tls. 500 | { Tls. 5,658 } | Tls. 26,589 | 4 % for 1897 | ... | Tls. 150 |
| CIGARS AND TOBACCO COS. | | | | | | | | |
| Alhambra, Limited | 300 | \$200 | \$200 | { \$779 } | nil | \$12 1/2 for year ending 30.6.1900 | ... | \$100 |
| Philippine Company, Limited | 67,500 | \$10 | \$10 | { \$779 } | nil | First year | ... | \$94 |
| Shanghai-Sumatra Tobacco Company, Limited | 30,000 | Tls. 20 | Tls. 20 | { Tls. 24,820 Tls. 25,000 } | Tls. 1,091 | Interim of Tls. 3 | 9 % | Tls. 65 buyers |
| MISCELLANEOUS. | | | | | | | | |
| A. S. Watson & Co., Limited | 60,000 | \$10 | \$10 | { \$250,000 \$25,000 } | \$2,883 | Final of 50 cents making \$1 for 1903 | 7 1/2 % | \$131 |
| Bell's Asbestos Eastern Agency, Limited | 8,604 | 12 1/2 | 12 1/2 | { none } | \$161 | 64 per share for 1903 | 5 1/2 % | \$5 |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | \$10 | { \$5,500 } | \$596 | \$3 for 1903 | 8 1/2 % | \$40 buyers |
| Central Stores, Limited | 1,600 | \$15 | \$12 | { \$20,000 } | \$1,253 | Interim of \$1.20 for 1904 | 12 1/2 % | \$100 |
| Do. (Founders) | 123 | \$15 | \$12 | { \$20,000 } | \$1,253 | Interim of \$1.20 for 1904 | ... | \$100 |
| Do. (New Issue) | 24,000 | \$15 | \$12 | { \$20,000 } | \$1,253 | Interim of \$1.20 for 1904 | ... | \$100 |
| China-Borneo Company, Limited | 60,000 | \$15 | \$12 | { \$20,000 } | \$1,253 | Interim of \$1.20 for 1904 | ... | \$100 |
| China Flour Mill Co., Limited | 4,000 | Tls. 50 | Tls. 50 | { none } | Nil. | Preferential of 7 per cent for 1904 | 6 1/2 % | \$8 sellers |
| China Light and Power Company, Limited | 30,000 | \$10 | \$10 | { Tls. 25,000 } | Tls. 1,942 | 60 cents for 1903 | 5 1/2 % | \$12 buyers |
| China Provident Loan & Mortgage Company, Ltd. | 100,000 | \$10 | \$10 | { none } | \$3,739 | Tls. 6 for 1903 | 9 1/2 % | Tls. 65 buyers |
| Dairy Farm Company, Limited | 10,000 | \$7 1/2 | \$6 | { \$55,000 } | \$1,471 | None | ... | \$10 |
| E. L. Mondon, Limited | 7,000 | Tls. 50 | Tls. 50 | { none } | \$7,309 | 80 cents for 1903 | 8 1/2 % | \$98 buyers |
| Fraser and Neave, Limited | 4,500 | \$10 | \$10 | { \$55,000 } | \$1,471 | \$1 1/2 for year ending 31.7.1.93 | 5 1/2 % | \$25 buyers |
| Geo. Fenwick & Co., Limited | 6,000 | \$25 | \$25 | { none } | Dr. Tls. 153,318 | Tls. 5 for 1902 | 7 1/2 % | Tls. 400 sellers |
| Green Island Cement Company, Limited | 100,000 | \$10 | \$10 | { \$112,500 \$70,000 } | \$2,706 | \$5 div. and \$2 1/2 bonus for 1903 | 7 1/2 % | \$170 buyers |
| Hall & Holtz, Limited | 21,000 | \$20 | \$20 | { \$112,500 \$70,000 } | \$10,517 | \$1 1/2 for 1903 | 7 1/2 % | \$47 sellers |
| Hongkong & China Gas Company, Limited | 7,000 | £10 | £10 | { \$150,000 \$18,000 } | \$13,115 | \$1.50 for 1903 | 4 1/2 % | \$334 sellers |
| Hongkong Electric Company, Limited | 30,000 | \$10 | \$10 | { \$180,000 \$3,104 } | \$13,104 | Final of \$1 1/2 making \$3 1/2 for 1903..... | 11 1/2 % | \$32 buyers |
| Hongkong High-Level Tramways Company, Ltd. | 1,250 | \$100 | \$100 | { £23,199 \$3,092 } | £7,625 | £1 div. and 2/- bonus for 1903 | 7 1/2 % | \$160 buyers |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | { none } | \$1,747 | \$1.00 for year ending 30.4.1904 | 6 1/2 % | \$15 buyers |
| Hongkong Rope Manufacturing Company, Ltd. | 10,000 | \$50 | \$50 | { none } | \$1,747 | { 50 cents } for year ending 30.4.1904 | 5 1/2 % | \$9 buyers |
| Hongkong Steam-Wharves Company, Limited | 7,500 | \$10 | \$10 | { \$30,000 \$35,000 \$50,000 } | \$4,283 | \$20 for year ending 30.11.1903 | 6 1/2 % | \$300 |
| Katze Brothers, Limited | 10,000 | \$100 | \$100 | { \$30,000 \$35,000 \$50,000 } | \$4,283 | Interim of \$4 for 1904 | 7 1/2 % | \$250 buyers |
| Lane, Crawford & Co., Limited (Shanghai) | 2,500 | \$100 | \$100 | { \$30,000 \$35,000 \$50,000 } | \$4,283 | \$10 for 1903 | 7 1/2 % | \$140 |
| Maatschappij tot Mijn. Bosch- en Landbouwex- ploitation in Langkat | 25,000 | Gs. 100 | Gs. 100 | { none } | \$1,548 | Interim of 70 cents | 6 1/2 % | \$214 buyers |
| Maynard and Company, Limited | 3,400 | \$10 | \$10 | { none } | \$1,548 | First year | ... | \$120 buyers |
| S. Moutrie & Company, Limited | 4,000 | \$50 | \$50 | { none } | \$1,548 | \$12 for 1903 | 8 1/2 % | \$135 buyers |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. | 1,200 | \$50 | \$50 | { none } | \$1,548 | Final of \$7 making \$12 for year end. 29.2.04 | ... | \$140 buyers |
| Shanghai Gas Company, Limited | 16,000 | Tls. 50 | Tls. 50 | { Tls. 334,669 Tls. 11,143 } | Tls. 27,187 | 3rd quarterly of Tls. 10/- paid 15.9.04 | 13 % | Tls. 307 1/2 buyers |
| Shanghai Horse Bazaar Company, Limited | 5,400 | Tls. 50 | Tls. 50 | { Tls. 11,143 } | Tls. 27,187 | making 20 far Tls. 30, a/c 1904 | 7 1/2 % | \$26 sales |
| Shanghai Pulp and Paper Company, Limited | 4,500 | Tls. 100 | Tls. 100 | { none } | \$803 | \$2 for year end. 31.10.1903 | 7 1/2 % | \$25 sellers |
| Shanghai Waterworks Company, Limited | 7,200 | £20 | £20 | { none } | \$832 | Final of \$3 making \$5 for the year ending 30.6.04 | 9 1/2 % | \$50 |
| Singapore Dispensary, Limited | 600 | \$50 | \$50 | { none } | \$832 | First year | ... | Tls. 10 sales |
| South China Morning Post, Limited | 6,000 | \$25 | \$25 | { none } | \$832 | Interim of Tls. 3 1/2 for 1904 | 8 % | Tls. 10 1/2 sales |
| Steam Laundry Company, Limited | 5,000 | \$5 | \$5 | { none } | \$832 | Tls. 5 for 1903 | 5 1/2 % | Tls. 177 sales |
| Straits Ice Company, Limited | 2,000 | \$100 | \$100 | { none } | \$832 | Interim of Tls. 6 for 1904 | 7 1/2 % | Tls. 387 buyers |
| Straits Trading Company, Limited | 250,000 | \$10 | \$10 | { none } | \$832 | Interim of 15/- for 1904 | 7 1/2 % | \$70 |
| Tebrau Planting Company, Limited | 20,000 | \$5 | \$5 | { none } | \$832 | \$5 for year ended 31.7.1903 | 7 % | \$25 nominal |
| Tientsin Native City Waterworks Company, Ltd. | 2,941 | Tls. 100 | Tls. 100 | { none } | \$832 | None | ... | \$4 sales |
| Tientsin Waterworks Company, Limited | 3,000 | Tls. 100 | Tls. 100 | { none } | \$832 | 60 cents for year ended 31.5.04 | 8 1/2 % | \$16 sales |
| United Asbestos Oriental Agency, Limited | 9,900 | \$10 | \$10 | { none } | \$832 | First year | ... | \$16 sales |
| Do. (Founders) | 100 | \$10 | \$10 | { none } | \$832 | \$7 for second half year 1903 | 9 % | \$16 sales |
| Watkins, Limited | 10,000 | \$10 | \$10 | { none } | \$832 | \$1 div. and 25 cents bonus for half-year ended 30.9.1903 | 7 % | \$8 1/2 |
| William Powell, Limited | 12,000 | \$10 | \$10 | { none } | \$832 | None | ... | \$1 buyers |